Practical hints for travellers in the Near East : a companion to the guide books / by E.A. Reynolds-Ball.

Contributors

Reynolds-Ball, Eustace A. 1858-1928.

Publication/Creation

London : E. Marlborough, 1903.

Persistent URL

https://wellcomecollection.org/works/gevycajj

License and attribution

Conditions of use: it is possible this item is protected by copyright and/or related rights. You are free to use this item in any way that is permitted by the copyright and related rights legislation that applies to your use. For other uses you need to obtain permission from the rights-holder(s).

wellcome collection

Wellcome Collection
183 Euston Road
London NW1 2BE UK
T +44 (0)20 7611 8722
E library@wellcomecollection.org
https://wellcomecollection.org

PRACTICAL HINTS for TRAVELLERS in the NEAR EAST

BY
E·A·REYNOLDS-BALL, F.R.G.S.

GENERAL HINTS
HINTS FOR EXPLORERS · MEDICAL HINTS

MOROCCO · ALGERIA · TUNIS
EGYPT & THE NILE
PALESTINE & SYRIA · CYPRUS & MALTA
TURKEY · GREECE

E. Marlborough & Co. LONDON

International Sleeping Car Co.

AND

International Palace Co.

EGYPTIAN HOTELS—

CAIRO.—SHEPHEARD'S HOTEL.
"The historic Shepheard's has a world-wide reputation."

" GHEZIREH PALACE HOTEL.
"A famous Royal Palace transformed into a modern Hotel de Luxe."

ISMAILIA.—HOTEL VICTORIA.

EGYPTIAN SLEEPING CAR SERVICES and TRAINS DE LUXE—

1. CAIRO and ALEXANDRIA. Daily Service.
2. CAIRO and ISMAILIA. Daily Service.
3. CAIRO, LUXOR, and ASSOUAN. 3 Services a week.

The Cars are lighted by electricity, and are warmed when necessary during the winter by hot water circulation, and rendered cool during the summer by electrically-driven punkahs. Tea, coffee, wines, liquors, mineral waters, and other light refreshments are served in the cars.

The other Hotels of the International Palace Co. are:—

MONTE-CARLO, The Riviera Palace
PARIS, Elysée Palace Hotel
PARIS-MEUDON, Pavillon de Bellevue
NICE, The Riviera Palace Hotel
MARSEILLES, Hotel Terminus and Buffet
THERAPIA, The Bosphorus Summer Palace
LISBON, The Avenida Palace
CONSTANTINOPLE, The Pera Palace
BRINDISI, The Grand Hotel International
OSTEND, The Grand Hotel de la Plage
OSTEND, The Royal Palace
BORDEAUX (St. Jean), Hotel Terminus and Buffet
ARDENNES, The Royal Chateau d'Ardennes
ABBAZIA, Hotel Stephanie & Villas

CAR, at lowest rates, and above, and Continental s London Office—

ONDON, S.W.

RS, LONDON."

22102375684

Med
K10365

CAIRO (Egypt).

CONTINENTAL.

OPEN ALL THE YEAR.

UNRIVALLED position, opposite the Opera and the Esbekieh Gardens. First-class Hotel largely patronised by English and American Families. Grandest Terrace in Cairo. Most beautiful Garden. Lawn Tennis.

SAVOY HOTEL.

"The Hotel de Luxe of the East."

THE MOST LUXURIOUS HOTEL IN EGYPT. 30 Sets of Apartments with Bath-room attached. Patronised by Royalties and the Elite of Europe.

HOTEL D'ANGLETERRE.

THE MOST COMFORTABLE FAMILY HOTEL. In the fashionable and quiet Ismailieh Quarter. Highly recommended.

HELOUAN (Half-an-Hour from Cairo).
Frequent Trains. New Royal Bath Establishment (English Medical Director).

GRAND HOTEL HELOUAN.

Strictly First Class.

HOTEL DES BAINS.—Every Comfort.

The Geo. Nungovich Hotels Co., CAIRO.

THE BEST AIDS TO

TOURISTS & TRAVELLERS

VISITING

ITALY, SPAIN, ALGERIA, EGYPT, HOLY LAND, TURKEY and INDIA.

MARLBOROUGH'S

"SELF-TAUGHT" SERIES

OF

EUROPEAN AND ORIENTAL LANGUAGES.

Contains **Travel Talk, Conversations, Vocabularies, Elementary Grammar, Exercises**, etc., so arranged that they may be learned **AT A GLANCE**, with the **ENGLISH** Phonetic **PRONUNCIATION** given **throughout.**

FRENCH SELF-TAUGHT.

Blue wrapper, **1**s. ; cloth, **1**s. **6**d.

"May be heartily recommended."—TRAVEL.

ITALIAN SELF-TAUGHT.

Blue wrapper, **1**s. ; cloth, **1**s. **6**d.

"Is simplicity itself."—COOK'S EXCURSIONIST.

SPANISH SELF-TAUGHT.

Blue wrapper, **1**s. ; cloth, **1**s. **6**d.

"Might easily be mastered by such an adventurer in the course of a voyage."—DAILY CHRONICLE.

EGYPTIAN (Arabic) SELF-TAUGHT.

Blue wrapper, **2**s. ; cloth, **2**s. **6**d.

"We have much pleasure in recommending."—EGYPTIAN GAZETTE.

ARABIC (Syrian) SELF-TAUGHT.

Blue wrapper, **2**s. ; cloth, **2**s. **6**d.

"It is appreciated as a fairly easy method."—ASIATIC QUARTERLY REVIEW.

TURKISH SELF-TAUGHT.

Blue wrapper, **2**s. , cloth, **2**s. **6**d.

"An excellent primer."—BRITISH TRADE JOURNAL.

HINDŪSTĀNĪ SELF-TAUGHT.

Blue wrapper, **2**s. ; cloth, **2**s. **6**d.

"This handy work will be of practical service to travellers."—ASIATIC QUARTERLY REVIEW.

A Complete List of the European & Oriental Languages sent free on application.

OF ALL BOOKSELLERS AND TOURIST OFFICES,

LONDON: E. MARLBOROUGH & Co., Publishers, 51, Old Bailey, E.C.

EGYPT, THE NILE, AND SOUDAN.

GAZE'S NEW NILE NAVIGATION SERVICES

BY THE

S.S. 'MEMPHIS,' 'SOUDAN,' "KHEDIVE,' 'KAHIREH,' and other First Class Tourist Steamers, all specially built for Nile navigation.

CAIRO to ASSOUAN, PHILÆ, and WADY-HALFA (First and Second Cataracts), thence to KHARTOUM.

Dahabeahs and Small Steamers for Private Parties.

Passages booked by all routes. Prospectus giving date of NILE STEAMER SAILINGS sent gratis.

PROXY COURIERS. DESCRIPTIVE BOOKLET GRATIS.

HENRY GAZE & SONS, London.

Branches:—53, QUEEN VICTORIA ST., E.C.; 150, PICCADILLY, W. 32, WESTBOURNE GROVE, W.

Correspondence to—

GAZE HOUSE, LONDON, E.C.,

LIVERPOOL, MANCHESTER, DUBLIN

ARIS: 4, Rue Scribe (near the Opera); CAIRO: Next Shepherd's Hotel ALEXANDRIA; Grand Square; PORT SAID: Opposite the Casino NEW YORK, etc., etc.

'The Egyptian Gazette.'

An English Daily Newspaper published at Alexandria.

THE BEST MEDIUM FOR ADVERTISING.

Full particulars of Advertising Rates, and Subscription may be obtained from—

THE EGYPTIAN GAZETTE OFFICE, ALEXANDRIA.

London Office: 36, New Broad St., E.C.

Sole Advertising Agents for the United Kingdom—

MESSRS. WATKINS & OSMOND,

2, Creed Lane, LONDON, E.C.

HOTEL du NIL, CAIRO,

A DELIGHTFUL FIRST CLASS EASTERN HOTEL,

situated in its renowned Garden, in the centre of Cairo, which contains Palm, Banana, and Orange Trees, all of which bear fruit during the season; also most exquisite Flowers.

HIGH AND HEALTHY,

BEST SANITATION,

DOUCHE & OTHER BATHS,

AND FITTED THROUGHOUT WITH ELECTRIC LIGHT.

An ideal home for all seeking quiet, comfort, and the health and repose necessary to gain the full benefits of the climate.

Recherche Luncheons. **Afternoon Teas.**

The only Hotel in Cairo with an Oriental Verandah which is 400 metres long.

PRACTICAL HINTS FOR TRAVELLERS IN THE NEAR EAST.

COOK'S NILE SERVICES.

TOURIST STEAMERS.

These large and handsome vessels were specially built for the Nile service to our order, and are named as follows:

1. Rameses
2. Rameses the Great
3. Rameses I I.
4. Amasis
5. Prince Abbas
6. Tewfik

They are constructed of the best materials—steel plates throughout. The engines are of the most approved patterns, the cabin accommodation is spacious, and as convenient as it can be made. Electric light and bells are fitted throughout. Each steamer carries a qualified doctor, dispensary, and complete medical outfit. Special attention is paid to the cuisine.

EXPRESS STEAMERS.

This service affords a more rapid and economical form of conveyance, while enabling the passengers to visit the most interesting temples and objects of interest. The service is maintained by the following steamers:

1. Cleopatra
2. Nefert-ari
3. Amenartas,
4. Hatasoo

These fine boats are elegantly fitted, and contain proper baths, etc. The express steamers are worked under the control of a manager and restaurateur, the captain crew, and everybody employed being in the service of THOS. COOK & SON (Egypt) LTD.

PRIVATE STEAMERS.

We have several small steamers, or Steam Dahabeahs, for charter at moderate rates, specially adapted to the requirements of Families, Private Parties. Sporting Parties, etc., accommodating from 8 to 16 passengers, with competent crews and thoroughly equipped.

DAHABEAHS.

For those who prefer this leisurely and delightful mode of travel on the Nile, we have a number of excellent Dahabeahs, many of them specially built for us, far superior to any others on the Nile.

COMBINED RAIL & STEAMER TICKETS FOR THE NILE.

In the interest of those travellers whose time is too restricted to permit of the Nile tour being accomplished altogether by steamer, we have made arrangements with the Egyptian Railway Administration for the issue of combined rail and steamer tickets in connection with the Express steamers. This facility will enable the traveller to leave the train and join the steamer for any interesting portion of the river.

SERVICES.

The season extends from November to March, and a service of four steamers per week to the First Cataract is maintained, enabling visitors to visit to the best advantage all the famous Pyramids, Temples, Tombs, Ruined Cities, etc.

We have also in connection with the above service, a weekly service by first-class steamer and rail to the Second Cataract, Khartoum, The Soudan, making available for tourists many new and highly interesting regions, rich in antiquarian, scenic, and historical attractions.

Full particulars of our facilities, and much useful information regarding the magnificent

HOTELS AT LUXOR, ASSOUAN,

and other famous health and society resorts of Egypt and the Desert will be found in the Nile Programme.

COOK'S TOURS TO PALESTINE,

AFFORD FACILITIES FOR VISITING

Jaffa, Jerusalem, Bethlehem, the Jordan, Dead Sea, Jericho, Nazareth, Sea of Galilee, Damascus, Baalbec, Beyrout, Caifa, Carmel, etc.

INDEPENDENT OR CONDUCTED PARTIES.

TOURS TO THE DESERT, SINAI, Etc.,

THOS. COOK & SON,

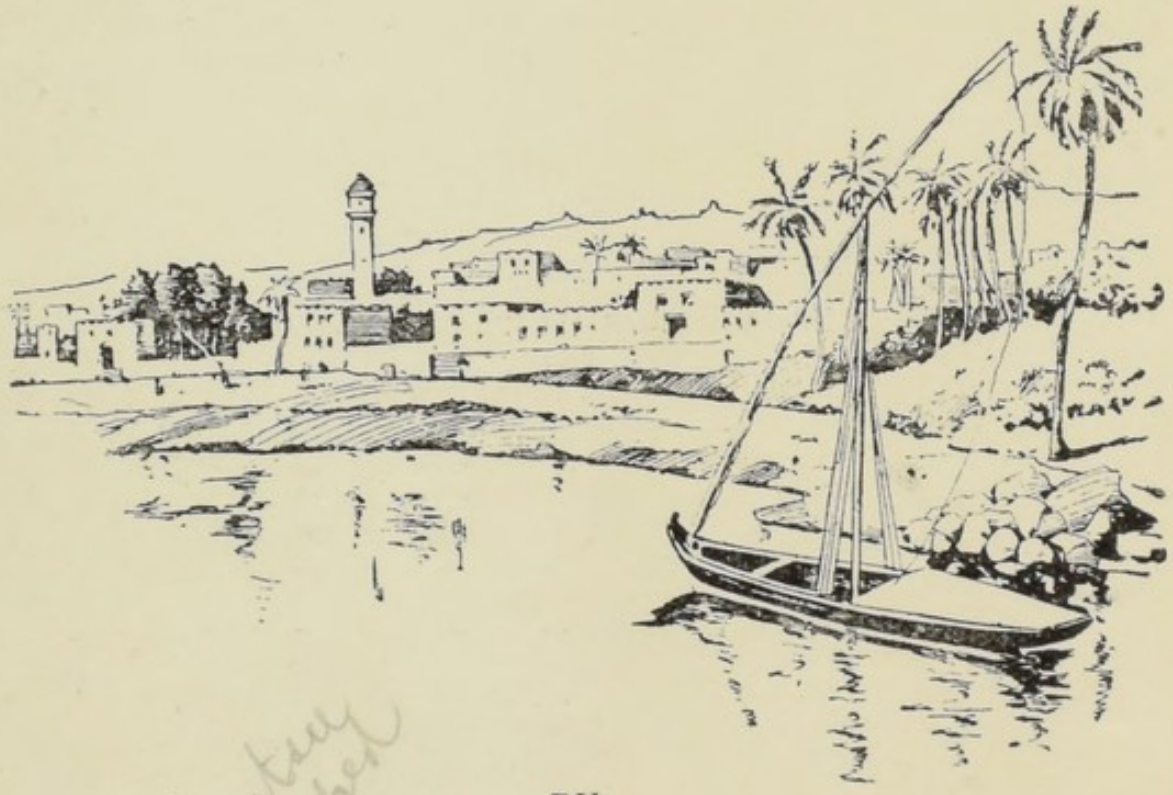
LUDGATE CIRCUS, LONDON, & BRANCH OFFICES.

9299

PRACTICAL HINTS

FOR TRAVELLERS IN THE NEAR EAST.

A COMPANION TO THE GUIDE BOOKS.



BY

E. A. REYNOLDS-BALL, F.R.G.S.,

Author of "Mediterranean Winter Resorts," "Cairo of To-day," "Jerusalem," etc.

E. MARLBOROUGH & Co., 51, OLD BAILEY, LONDON, E.C.

1903.

[ALL RIGHTS RESERVED.]

17160

LONDON:
MARLBOROUGH, PEWTRESS & Co.,
52, Old Bailey, E.C.

35001204

WELLCOME INSTITUTE LIBRARY
Coll. welMOmec
Call No. QT

PREFACE.

THIS handbook for Eastern travellers is intended to serve as a companion or supplementary volume to the guide-books, and deals with (1) Morocco, Algeria, and Tunis, (2) Egypt and the Nile, (3) Syria and Palestine, (4) Turkey, (5) Greece, (6) Cyprus and Malta; while the General Hints and suggestions given will be found serviceable over a much more extended field of travel.

The above-mentioned countries are beginning to be largely visited by tourists, but in comparison with such resorts as Switzerland, Italy, Norway, and other countries of Western Europe, they are still but little known; and it is believed, therefore, that such a *vade mecum* will prove of considerable service to travellers.

There is no doubt that travel in the Near East demands more preparation and fuller consideration as to outfit, equipment, plan of tour, and general arrangements than are required in the case of ordinary Continental travel, and such information is very sparingly given in the standard guide-books. The aim, then, of this book is to provide the fullest, most precise, and most recent information on the many details which so closely concern the convenience and comfort of the traveller; but it is, of course, liable to alteration from time to time, and intending travellers should verify all such matters for themselves.

As it would be clearly impossible in a book covering so wide a field to find space for topographical, historical, artistic, and antiquarian information, the reader must be referred to the guide-books for such matters. Mention, however, of the principal places and objects of interest in the various countries described, names of hotels, &c., will sometimes be given when space permits.

As regards the Medical Hints section, although I do not desire to disclaim any responsibility for these hints, yet I may say that they have been read and approved by a London medical man of high standing.

E. A. REYNOLDS-BALL.

LONDON,

December, 1902.

CONTENTS.

INDEX OF PRINCIPAL SEAPORTS, TOWNS, AND RESORTS OF ARTISTS, SPORTSMEN, HEALTH-SEEKERS, ETC.

Part I.—General Hints.

Baggage.—Though most travel authorities lay stress upon the advisability of reducing one's personal luggage to the utmost, yet, unless the journey is to be mainly overland, it is unwise to aim at an irreducible minimum. In travelling by sea, either direct, or trans-shipping at Alexandria or Port Said, the extra cost of luggage would be inconsiderable. In France, 66 lbs. are allowed free, but in Italy there is no free allowance, though holders of through tickets to the principal cities of Europe are usually allowed 56 lbs. free, if through registration from London is in operation.

———, **Insurance of.**—For Eastern travel the advantages of this new system are strongly recommended. Policies are granted by the various tourist agencies, and cover robbery, damage, fire, as well as absolute loss. Messrs. Cook's charges are as follows:—

Sum Assured.	30 days' premium and duty.	45 days' premium and duty.	60 days' premium and duty.
	s. *d.*	*s.* *d.*	*s.* *d.*
£50	7 9	10 3	12 9
£75	11 6	15 3	19 0
£100	15 3	20 3	25 3

———, **Lost.**—Never give up the registration ticket till the luggage is actually handed over to you. If it be lost, ask immediately for the *chef de gare*, say your luggage is lost, and that you must buy such and such things; and, if he refuses to give his consent, lose no time in making your claim for damages against the company. If you are obliged to buy articles for use during the time you are

deprived of your luggage, take care to get a receipt for everything you purchase, so that you can include the cost in your claim. When at length the luggage is forthcoming, write on your receipt "*Tout droit de réclamation reservé.*"

Baksheesh (see PALESTINE).

Bazaars (see separate countries).

Beggars (see BAKSHEESH).

Brigandage (see GREECE and TURKEY Sections).

Cafés and Restaurants (see separate countries).

Calendar, Mohammedan.—The year consisting of 354½ days, they are always getting in front of the season, so that the Mohammedan New Year and feasts and fasts are each year eleven days earlier than in the previous year. This makes calculation difficult. The Mohammedan year 1319, for instance, began January 11th, 1902, and in this year (1902) Ramadan begins on December 2nd.

Consuls and their Relation to Travellers.—Travellers would do well to remember that the services of H.B.M. Consul should only be sought in cases of real difficulty or of friction with the authorities. These gentlemen are not expected to take the place of tourist agents, nor is the British Consulate meant to be a kind of general information bureau. Such a warning is not superfluous, as I have known many cases where a Consul has been expected to give advice and information about hotels and lodging-houses. Indeed, in one case a traveller called at the Consulate and insisted on seeing the Consul personally; whereupon it was found that he wished to know the cab fare from his hotel to the steamer! One must admit, however, that in this matter English travellers show more consideration than Americans.

But though the services of the Consul should not be sought in trivial matters, yet it is courteous, as well as politic, for the traveller in the Near East to make a point of leaving his card at the Consulate of any town where such exists. In these regions an English traveller need rarely be out of touch with his country's official representative. For instance, Consular representatives are stationed at the following places likely to be visited by English travellers :— .

1. Morocco.—Tangier, Tetuan, Fez (since 1900), Laraiche, Mogador, Dar-al-Baida (Casablanca).

2. Algeria and Tunis.—Algiers, Bone, Oran, Philippeville, Tunis, Bizerta, Gabes, Gerba, Mehdiah, Monistar, Sfax, Suza.

3. Egypt.—Cairo, Alexandria, Assouan, Luxor, Port Said, Suez.

4. Palestine and Syria.—Beirût, Caiffa (Haifa), Damascus, Jaffa, Jerusalem, Tripoli.

5. Turkey.—Aleppo, Baghdad, Constantinople, Brusa, Ismidt, Antioch, Alexandretta, Salonica, Trebizond, Canea, Candia.

6. Greece.—Athens, Corfu, Patras, Piræus.

Where there is only an American Consular representative he will, as a rule, be quite willing to exert his good offices in favour of British subjects in case of emergency.

Curiosities (see separate countries).

Customs (see separate countries).

Cycling.—Travellers will not find the countries described in this book (with the exception of Algeria) at all suitable touring fields for cyclists, though the cost of taking the bicycle by sea being so small might induce a very keen cyclist to take his machine. Membership of the Cyclists'

Touring Club (47, Victoria Street, Westminster, S.W.) is strongly recommended, as the production of the special ticket of membership (with photograph of holder) will generally enable the traveller to pass his machine through the custom-house without payment of duty or deposit.

In Algeria the roads are excellent, especially through Kabylia; and the steamship companies apparently encourage cyclists by charging only 5 frs. for the carriage of bicycles from Marseilles to Algiers. In Tunisia the roads are not so good, but many bicycles are seen in Tunis. To those not members of the C.T.C. a duty of 2 frs. 50 c. per kilo (about 45 frs. per machine) is exacted both at Algeria and Tunis.

Though Egypt is not a good country for cyclists, yet a good deal of riding is done in and around Cairo, where there is a cycle club. Bicycles can be hired from several agents, of whom Messrs. Moring are the best known.

Cycling seems, no doubt, incongruous when associated with Palestine, but it is possible, though bicycles are rarely seen in the Holy Land; but a cyclist coming direct by the Prince Line might find it worth while to bring his machine, especially as this company makes only a nominal charge for carriage. They are strictly subject, as at all Turkish ports, to an *ad valorem* duty of 8 per cent., but in practice this is sometimes evaded by baksheesh to the custom-house officials.

The possible cycling roads are Jaffa to Jerusalem (very rough), Jerusalem to Jericho and Dead Sea (fair surface, most of the way, except after heavy rain), Haifa to Nazareth (bad surface), and Beirût to Damascus; but since laying the steam tramway between the last two towns the road has been much neglected, and is in need of repair.

In Greece and Turkey bicycling is only for those anxious for adventure, and the roads in both countries are very bad.

The charge from London to the following Continental ports of entry are as follows. In each case this rate is for a bicycle accompanying the owner, and at the latter's risk:—Calais, 5s.; Flushing, 5s.; Antwerp, 5s.; Dieppe, 5s.; Havre, 3s.

Dragomans, and how to deal with them (see Palestine and Egypt Sections).

Guide-Books (see Books of Reference in separate countries).

Health (see Medical Hints Section).

Hotels (see separate countries).

Hotel Coupons.—The *pros* and *cons* of this method of payment may be thus summed up. The coupons are advantageous (1) as a guide to hotels of respectable standing, especially to those where English tastes and customs are understood; (2) they enable a visitor to gauge his expenditure beforehand; and (3) in Palestine and Egypt particularly, the use of hotel coupons is a valuable safeguard against extortion.

On the other hand, their indiscriminate use is not to be recommended, as the old stager can occasionally make better terms by bargaining for himself; and this applies particularly to much-frequented, but not necessarily fashionable, tourist centres. But this objection has little weight in the countries here dealt with.

Language (see separate countries).

Maps (see separate countries).

Money (see separate countries).

Night Railway Journeys.—After an all-night journey in the train, when there are no facilities for making a toilet, lady travellers will find that a handkerchief moistened with eau de Cologne removes all dust, and is besides very refreshing. This is certainly a cleaner remedy than the cold cream frequently used by French ladies.

Ladies will find the new soap-leaves (sold in a little book at 50 c., and obtainable at any French chemist's or railway bookstall), called "*Savon de Voyage Blanche Leigh*," extremely useful when travelling, half-a-dozen "books" taking up very little room. A single leaf rubbed between the hands, previously wetted, will produce a good lather.

Outfit (see HINTS TO EXPLORERS Section).

Passports.—Considering how cheaply and easily a passport is obtained, and what serious inconvenience is often caused by the lack of this invaluable permit, it is curious that one so often comes across travellers, in quite out-of-the-way regions, unprovided with one. Even in countries where passports are rarely demanded it often happens that the want of one proves a great drawback to the tourist's comfort. For instance, a registered letter will always be given up to the traveller provided with a passport, while, without it, he will have to get a resident of the place to vouch for his identity. Then, in the case of private galleries, and Government buildings not usually open to the public, it will frequently serve as an "open sesame" even when a tip would be futile. Petty functionaries, too, all over the Continent have a great respect for a Foreign Office passport, being firmly persuaded that the British Foreign Minister personally vouches for the respectability of its bearer! The production of this document is also very useful in case of difficulty with railway officials, police, customs officers, &c. A passport even facilitates the cashing of a cheque by a foreign hotel-keeper.

The countries where passports obtain may be thus classified:—(*a*) Where passports are absolutely obligatory: Russia, Turkey, Roumania, Syria, and Palestine. (*b*) Where passports are advisable: France, Germany, Austria, Spain, Portugal, Belgium, and Egypt. (*c*) Where passports are optional: All countries of Europe not specified above, and Morocco.

But passports for countries in the first category must also have the Consular *visa*, obtained in London at the respective Consulates-General. The cost is: Russian, 4s. 10d.; Turkish, 4s. For Syria and Palestine a local passport (obtained through the traveller's Consul) called a *tsekereh*, takes the place of a *visa*. As most travellers know, Russia possesses the most stringent passport regulations of any country, Turkey coming second. Indeed, the rules of the Russian Foreign Office are as vexatious as they are inconsistent and arbitrary. For instance, in theory every traveller must carry his passport on the person, yet in practice, on arriving at an hotel, the landlord invariably demands the passport and sends it to the police office, whence it is not returned till the traveller leaves, when a fee is demanded by the police authorities for stamping the document. It is hopeless to attempt to evade these regulations.

The regulations for obtaining a passport are very simple. In practice all members of the learned professions, and all members of well-known mercantile or banking houses, can obtain a passport by writing a formal letter of application to the Passport Department, Foreign Office, London, S.W., enclosing 2s. Those not coming under any of these categories must send with their letter a certificate of identity signed by a banker, medical man, minister, solicitor, barrister, or magistrate.

The form for certificate of identity is most conveniently ordered through a passport agent, such as Bradshaw's Guide office, 59, Fleet Street, or a firm of tourist agents.

In theory a passport is good for life, but in practice it is a wise precaution to renew it after a few years' use, or, at all events, to get the old passport *viséd*, as an old one is occasionally pronounced invalid by an ignorant petty official. This I once found, to my cost, when I was arrested as a spy in Brittany a few years ago. French

Consular authorities, moreover, will not grant a *visa* to a passport more than twelve months old.

It need scarcely be said that our Foreign Office has long discarded the system of attempting to identify the bearer by a kind of physiognomical chart. But the United States Government still retains this old-fashioned method, with its usually unflattering enumeration of the bearer's features, figure, gait, personal peculiarities, &c.

Photographs.—Photographs can be bought very cheaply at Algiers, Cairo, and Athens, and at reasonable prices at Constantinople, Beirût, Damascus, Jaffa, and Jerusalem. But, as a rule, the subjects are hackneyed, and the particular points of view are apparently selected more with regard to their popularity as goals of tourists than to their artistic merits. It is often possible to get good photographs almost as cheaply from London dealers. Of these Messrs. Fradelle & Young (283, Regent Street, W.) and the Photochrome Co. make a specialty of Oriental subjects. The former firm also makes a specialty of lantern slides.

Photographic Maxims.—*Apparatus:* 1. The convenience and portability of films are universally admitted, and for travellers these are invaluable, though glass plates generally give better results, except with experts.

2. A hand camera (Kodak for choice) enabling time as well as instantaneous exposure to be taken is the best for the traveller.

3. A focussing hand camera is an advantage when objects in the near foreground are required in absolute sharpness as well as the distance.

4. In countries where the atmosphere is very clear, and blue sky predominates, it is best to use isochromatic films, and a yellow screen, this having the effect of cutting off some of the blue rays, and thus giving a more truthful rendering.

5. It is a good plan when photographing under new conditions to include in one's kit a few bottles of Burroughs & Wellcome's tabloids, so that a few films may be developed on tour, and thus mistakes in exposure rectified.

6. An ordinary hock bottle, from which the bottom has been knocked out will make a rough and ready substitute for a red lamp. But the folding calico red lamps are very portable, and one should certainly be included in the kit.

7. It is well to test the angle included by the view-finder before setting out on an expedition, as frequently it does not coincide with the angle included by the lens.

Choice of Subject.

1. Aim at quality rather than quantity of views.

2. Remember that not every beautiful view will make an effective photograph, and, conversely, a thoroughly artistic photograph may result from a view which to the eye looks tame and commonplace. In short, be sure the beauty of the view does not lie mainly in the colour.

3. The traveller should make up his mind whether he wants topographical views, or pleasing pictorial records of scenery. Indeed, there must be, to some extent, a conflict between science and art.

4. Photographs of panoramic views are generally unsatisfactory artistically, though topographically of value.

5. On the other hand, details over-accentuated give equally poor results from an artistic point of view.

6. In artistic work it should be remembered that a translation into black and white is desired, rather than a copy of the subject.

7. The colour of objects has to be considered in judging the exposure, greens and yellows having much less effect in cutting off the blue rays (see above).

8. If possible, a view should rarely be taken when the light is behind the photographer; a far more satisfactory lighting is obtained when the sun is to one side, or slightly in front of the observer. But it need hardly be said that the light must never fall directly on the lens.

9. Don't, as a rule, photograph a building full face.

10. The most important feature should not be in the middle of the view, as it shows less there.

11. When spectators crowd round with a view of being taken, only pretend to take them, and as they are moving off a good group might present itself.

Exposure, &c.

1. As a rule, an instantaneous exposure will only give good results in bright sunshine—in short, only views which with a stop would be given one or two seconds' exposure are suitable for instantaneous hand cameras.

2. Remember that very bright clouds add considerably to the amount of light. Indeed, their value is almost equal to that of the sun in a cloudless sky.

3. Even for an instantaneous photograph the camera should, if possible, be rested on some fixed object. Carrying the camera slung on a strap from the shoulder greatly facilitates steadiness when no fixed stand is available.

4. Several times longer exposure is required in winter than in summer.

5. Objects in the foreground require longer exposure than those in the background or middle distance; therefore avoid shadow in the foreground when the background is bright.

6. In pictorial work a sound rule to remember is: "Expose for the shadows, and let the high lights take care of themselves."*

* For many of the above suggestions I am indebted to Mr. F. R. Ball, of the Royal Photographic Society, and to Mr. R. Reynolds Ball, of Trinity College, Oxford.

Phrases, Useful (see separate countries).

Quarantine (see below, Voyage to the East).

Sea-sickness (see Medical Hints Section).

Smuggling.—Speaking generally, it may be said that the customs laws are directed to checking the trader rather than the ordinary traveller; and the concessions allowed in practice are based on the assumption that the goods are for the passenger's own use or consumption, and not for trading purposes.

For instance, in practice a broken box of cigars or cigarettes, or tin of tobacco, even if it exceed the small quantity "sufficient for the journey," is usually passed in most Continental countries, especially France, Italy, and Belgium. But if there were reason to suspect that the smallest quantity were for commercial purposes, the full penalty would probably be inflicted. But even in the same country the customs regulations are interpreted with varying degrees of stringency at the different customs-houses.

With regard to France, however, there has recently been issued by the French Director-General of Customs a circular which fixes for the first time the exact quantities of tobacco, cigars, and cigarettes which may be introduced into France by passengers for their own use free of duty. The quantities so allowed to be introduced are 30 cigars, or 50 cigarettes, or 3½ oz. of tobacco. If these quantities are exceeded duty is in future to be levied on the amount exceeding the quantity allowed to be introduced free.

In France the penalty for smuggling matches is very severe. Cases are occasionally known when the traveller has actually been fined at the rate of 1 fr. per match!

On the Franco-Italian frontier, perhaps the *douane* with the worst reputation is Ventimille; but this, being off

the main line, need not concern the through traveller. When there are many passengers, and in the case of the express trains, the examination is very perfunctory indeed on either the St. Gothard or the Mont Cenis route.

Sports. (See Hints for Explorers Section.)

Telegraphs (see separate countries).

Thermometer Tables.—In Southern Europe the Centigrade scale is usually employed. The following table will show the different reckoning between the Fahrenheit and the Centigrade scales.

To obtain the corresponding degree in Fahrenheit multiply the number of degrees Centigrade by 9, then divide the result by 5, and finally add 32.

Centigrade.	Fahr.	Centigrade.	Fahr.
45	112 (Fever)	13	55 (Temperate)
40	104	10	50
37	98 (Blood)	5	41
35	95	4	39
30	86	3	37
25	77	2	35
24	76 (Summer)	1	33
20	68	0	32 (Freezing)
15	59		

Time, Table of Comparative.—When twelve o'clock noon at London it is at Malta, 12.58 p.m.; Athens, 1.35 p.m.; Constantinople, 1.56 p.m.; Beirût, 2 p.m.; Smyrna, 2 p.m.; Cairo 2.5 p.m.; Suez, 2.10 p.m.; Jerusalem, 2.21 p.m.

Voyage to the East.—*Accommodation.* As a general rule, it will be found preferable, if travelling first class, to book by one of the large mail steamship companies, such as the Orient, P. & O., North German Lloyd, Bibby, &c., than by the small lines, as the difference in price is not great. Indeed, almost as good accommodation will be found in

the second class of the Orient liners and the *larger* P. & O. boats as in the first-class saloons of the small companies.

Baggage. The amount of baggage allowed by the various steamship companies does not materially differ. Usually about 3 cwt. first and 1½ cwt. second-class are allowed free. Some companies reckon by cubic feet, 40 ft. being allowed first and 20 ft. second class. The following table will serve as an indication of the amount of free baggage allowed :—

Length.	Breadth.	Depth.	Cubic Contents.	Length.	Breadth.	Depth.	Cubic Contents.
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
2 0	2 0	1 3	5 0	3 0	2 6	2 0	15 0
2 0	2 0	2 0	8 0	3 0	3 0	2 0	18 0
2 6	2 0	2 0	10 0	3 0	3 0	3 0	27 0
3 0	2 6	1 0	7 6	3 6	2 0	1 0	7 0
3 0	2 6	1 3	9 5	3 6	2 6	1 3	10 11
3 0	3 0	1 6	13 6	3 6	3 0	1 6	15 9

Strictly, no trunk exceeding the limits of 3 ft. by 2 ft. by 1 ft. 3 in. is allowed in the cabin, but this rule is not rigidly enforced on some lines.

By all lines matches are looked upon as dangerous contraband, and a heavy fine is inflicted on those taking them in their luggage. Recently a passenger was fined £50 by a well-known steamship company for having two boxes of wax vestas in his luggage without notifying the officials.

Cabin, Selection of. Obtain, if possible, an outside cabin, and one as much amidships as possible. In the big mail steamers the first-class cabins are arranged with due consideration to the unpleasantness of the proximity of the engines or cooking-galley, but in the smaller ships the passengers should take the necessary precautions. In any case, always study the steamer chart before booking.

In November and December the outward-bound Indian steamers are usually crowded, and it is better during those months to choose a direct Australian steamer.

Meals, Hours of. Breakfast, usually from 8.30 to 10 a.m.; lunch, 1 p.m.; afternoon tea, 4.30 or 5; dinner, 7; and sandwiches and other light refreshments, at 10.

Medical Attendance. Short voyage passengers are not likely to need the doctor's attention, but it may be mentioned that he is entitled to charge reasonable fees for attendance.

Outfit for Voyage. The outfit for the different countries will be dealt with under separate headings, but some hints for equipment on board ship may be given here. Pyjamas are preferable to a cumbrous dressing-gown, and are almost essential on board ship. Though evening dress is customary on the P. & O. Indian boats, yet the short voyage passengers would not be expected to conform to this sumptuary convention. But a black coat should, at all events, be worn at dinner. Tennis shoes and patent leather shoes should replace ordinary boots. Boots that require blacking are intolerable on a voyage. A simple cloth hold-all with a dozen pockets, to hang up in the cabin, will add much to the comfort of the passenger. It should be furnished with straps or strong tapes, so as to serve as a travelling toilet case.

Ports. Brindisi, Alexandria, and Port Said are the principal ports of embarkation for Greece, Constantinople, Palestine, Syria, and the Levant generally.

Quarantine. All companies require the passenger detained by quarantine to pay for his keep—usually 10s. a day for first class.

Return Fares.—On nearly all lines these fares are calculated on the basis of one and two-thirds the single fare.

Sea-sickness (see also Medical Hints). A belt buckled tightly round the waist may do something towards mitigating unpleasant symptoms.

Steward, Tips to. Proportionately higher tips to stewards would be expected on the mail steamers from passengers for Mediterranean ports than from those booked to India. This is reasonable, for their cabins may remain unoccupied for the rest of the voyage. 10s. to cabin steward, 5s. to table steward, 2s. 6d. each to smoking-room steward and bath-room steward would be suitable gratuities. In the smaller companies (Moss, Prince, &c.) two-thirds of the above amount would suffice. It is advisable to pay half the intended gratuity at the beginning of the voyage, letting it be understood that this will be supplemented by a further tip at the end of the voyage, if the stewards' services be satisfactory.

Water (see also Filters, in Hints for Explorers Section). —One can hardly take too many precautions about drinking-water in countries like Turkey and Palestine, where sanitation is unknown, and where the ordinary supply comes from wells, many full of deleterious matter. It is foolish to pin our faith on filtering, for, if the drinking-water is really infected with noxious germs, filtering is of doubtful use; the *only absolutely safe precaution is boiling*, and the Oriental dragoman or guide is not yet born who could be implicitly trusted with the boiling of the drinking-water. If the traveller cannot be troubled with personally seeing to this, he should carry a good supply of aërated waters or keep to the native wines, which are easily procurable.

"It is a question," observes Dr. Harford, the editor of *Climate*, "whether any filter can be relied upon to render water free from germs—at any rate, after a short time. It is therefore safest to rely upon boiling as

the best means of purifying water, though preliminary filtration may render it more pleasant, and free from gross impurities; but the filter should be used *before*, and *not after* boiling, as the filter may actually become a source of pollution."

It may be added, too, that it is a fallacy to suppose that the addition of brandy or whisky purifies doubtful drinking water.

Weights and Measures (see separate countries).

Part II.—HINTS FOR EXPLORERS,

SPORTSMEN, MISSIONARIES, &c.

SHIFTS AND DODGES FOR CAMPING OUT.

Beverages (see Thirst).

Bivouacking.—For camping without tents some useful hints may be learnt from animals. One need not disdain to take a lesson from the domestic sheep in the London parks. Even these proverbially stupid animals know well that grass is colder on a clear still night than sand, gravel, or stone, for it will be noticed that the sheep invariably choose the roads and paths for their sleeping-places. Careful observation shows that the temperature of a meadow is some seven or eight degrees lower than that of the air only four or five feet above the ground, whereas on gravel or sand there is a difference of only two to three degrees.

Then it will be noticed, too, that horses when put out to grass in cold weather always prefer to spend the night on slightly rising ground, as instinct tells them that frost is always more severe in a slight hollow, or in a level expanse of country.

An ideal sleeping-place is under the lee of a large rock, which in Eastern countries is a lasting heat reservoir. A rock absorbs the sun's heat all day, and parts with it slowly at night.

It is a wise precaution in bivouacking to keep the sunlight from the eyes by covering them with a light handkerchief. This is compulsory in the French army.

Remember that wind is more likely to prevent sleep even than great cold, and a *paper* of thick texture, such as *The Times* or *Morning Post*, affords the best protection from it (*teste* the late Bishop Creighton, who once humorously observed at a public dinner that, on the whole, he

thought *The Times* was the best paper, as it stood the test of wrapping up a pair of shooting boots better than any other!).

Boating (see also Nile Section).—Probably few are aware that when floating down stream the effect of a head wind may be greatly minimised by tying together some branches of trees, weighted with stones, &c., fastening the bundle to the prow, and throwing it overboard. It does not require a profound knowledge of physical science to understand that the force of the stream acting on these branches will neutralise that of the wind on the boat.

It is curious to find that this contrivance is described by Herodotus. The classical "dodge" is thus explained by the Father of History:—"To sail down stream a bundle of tamarisks is fastened to a cable, and lowered from the prow of the vessel into the water, so that the stream, bearing hard upon the bundle, moves quickly and drags along the vessel."

Bridges (see Fords).

Bush Surgery (see Medical Hints).

Caches.—When wishing to conceal provisions or valuable game, avoid burying them in a non-sandy soil. If buried in earth the first shower will reveal the place, as it causes a depression in the soil. This dodge is well known to Russian soldiers; who, when sacking a town and suspecting that any valuables are buried in an earthen floor, or in a garden, pour a pail of water over a suspected spot.

Camp-fire.—The orthodox camp-fire is composed of three logs, whose ends cross each other at the centre of the fire; as they are consumed they are pushed nearer together.

The simplest fireplace consists of three stones forming a triangle, inside which the fire is made, and the pot or kettle rests on the stones; or the kettle may be hung on

an ordinary tripod, constructed of three sticks, gipsy fashion. Slices of meat can be grilled by placing two flat stones on the fire, with a few pebbles to keep the stones apart. When red-hot insert the slices.

An excellent fireplace for cooking purposes is the *chulha*, much used by the natives of India. A shallow hole is dug in the ground, and a wall formed of the excavated soil round the hole, with an opening in the windward side. The top of the wall is indented, to make projections on which the cooking vessel rests. The wind blowing through the opening makes the flames issue through the depression at the top and lick around the pot.

Clothing.—In hot climates experience shows that looseness of fit and facilities for ventilation, rather than exceptionally light clothing, make for coolness and comfort generally. In a hot climate it is well known that the skin acts very freely, and therefore an absorbent material is essential for all underclothing. It follows, then, that wool and not cotton is the most suitable material, and, speaking generally, the traveller will be safe with the well-known Jaeger all-wool underclothing. Even for night wear, woollen garments are to be preferred, and, though the Jaeger pyjamas are more expensive than many of the so-called woollen pyjamas, the quality of the material is reliable and these will be found in the long run the most economical.

It is a mistake to wear very thick clothing. Indeed, two thin garments are preferable to one coarse one, on account of the layer of air retained between them.

In addition to the ordinary "cholera belt," it is an excellent plan to have a pad* of cotton wool, four to six inches wide (which could be covered with cloth to match the jacket), fastened with buttons to the outside of the

* If a Norfolk jacket be worn, the pad is not obtruded, as it is mistaken for the ordinary centre pleat.

jacket, and placed so that it covers the spine. This will lessen the liability to many ailments to which travellers are subject, such as sunstroke, diarrhœa, dysentery, &c. The advantage of being fastened with buttons instead of forming part of the jacket is that it allows circulation of air between the pad and the jacket.

With regard to ordinary clothing, I cannot do better than quote the excellent advice given by Dr. Charles F. Harford, in his little *brochure* on outfit published by the Royal Geographical Society:—

> "The matter of suits or dresses is of less importance than that of underclothing, but we should like to make a protest against the common idea that only the flimsiest possible materials are suitable for the tropics. The truth is that the great danger in a warm climate is chill, and that such clothing should be worn as will protect the body from chill. We are therefore of opinion that woollen materials, such as serge or some kinds of light tweed, are the most suitable for general wear, but cotton dresses for ladies, or drill for gentlemen, are often employed. It is difficult to raise any serious objection to them, although woollen clothing is considered preferable."

Head-gear. As regards head-gear, a pith helmet is no doubt the most comfortable under a tropical sun, but with the exception of the more expensive kinds they are not fitted to withstand a heavy downpour of rain. A double Terai hat will be preferred by some travellers, and, unless the sun is very powerful, a Panama or even an ordinary straw hat. Indeed, I have found the latter, even in Upper Egypt in May, a sufficient protection.

Foot-wear. For foot-wear it is advisable that the socks (or stockings, if knickerbockers or breeches are worn) should be of wool. During the dry season ordinary canvas shoes, but with fairly stout soles, are best. Some travellers even recommend rubber-soled tennis shoes, but these are not sufficiently durable. For rough country work stout shooting boots, or even Alpine boots (without nails, of course), should be worn. It is a great mistake to have

light or cheap boots. One is more likely to be troubled with sore feet if very light boots are worn. Indeed, as the lesser of two evils, boots which are rather too stout and heavy are better than those that are too light and flimsy. Many travellers recommend boots furnished with a strap and buckle instead of laces.

Comfort in Travel (see "Roughing It").

Compass.—The ordinary pocket compass, or toy that hangs at a watch chain, is of very little use. A traveller, if he wants a compass at all, should have at least one that is 1½ in. to 2 in. diameter, and the dial should be luminous. Failing this, it is a good plan to have the southern half of the dial black and the northern half white. The difference is appreciable, even in a faint light.

Compass, Prismatic.—A prismatic compass is best of course, but its employment requires skill and practice, and a few hints from a surveyor on its use would not be thrown away by an intending traveller who wishes to do a little exploration. The method of using it is as follows:—After levelling the instrument on its tripod, sight through the prism and hair limbs, putting in a rod in the line of sight some 500 ft. off and about 6 ft. high; then read off the number of degrees on the dial. Remove the compass to where the rod is. Set it up over the rod mark, reading off the same number of degrees as before read. Any desired objects that are not on the base line may be sighted by turning the compass round and reading off the angle; each object so marked should be read from two different places, and the angles noted. All degrees on the dial read off are so many degrees *East* of North.

"Dateram."—A very effective plan, which will keep a tent firm in the loosest sand, is to attach the rope to a bundle of sticks, bag of sand, or a large stone or shingle, and bury it one or two feet in the sand. By means of this

contrivance, called a "*dateram*," the traveller may lie snug and unconcerned in a gale of wind.

Feet, Care of the (see Medical Hints Section).

Filters (see also Water).—A filter of some kind is usually included in the traveller's outfit. No doubt the pocket filters are useful from their portability, but they must not be counted upon to eradicate noxious organisms. Indeed, a well known authority on outfit roundly declares that "all pocket filters are worse than useless." Perhaps the only two that can be regarded as absolutely reliable as germ destroyers are the Berkefeld and Pasteur Chamberland, though one is bound to admit that some experts doubt the infallibility even of these famous makes. On the other hand, Dr. Andrew Wilson does not hesitate to give his opinion as follows of the Berkefeld Filter:—"The filters sold by the Berkefeld Filter Co., Ltd., London, W., remove all germs from water. They are thoroughly reliable appliances: they realise the ideal of the sanitarian's definition of a true filter—one which will yield a germ-free supply of water."

Finding One's Way (see also Tracking).—The difficulty of walking in anything approaching a straight line in a forest or desert with no landmarks is well known. It has been remarked that the art of walking in a straight line is unconsciously cultivated by ploughmen. They invariably look ahead and not at the plough.

When descending a mountain or cliff, and a track has to be found for other members of the party or the baggage animals, descend the mountain alone, and look out for a path when climbing back. To search for a road when descending is not likely to be successful, as the contour of the hill is not so well appreciated from the top as from the bottom. This principle often makes the descent of a mountain more dangerous than the ascent.

Faintly marked paths, such as sheep or goat tracks, are often invisible at close quarters, but sufficiently clear from a distance. Therefore they should be reconnoitred, and bearings taken from any feature of the landscape which might serve as a landmark at a distance.

When a party is lost in a fog in an unknown country, each member should carefully walk away in radiating lines from the leader, and shout if the route offers any danger Napoleon, no mean traveller, once found this plan of the greatest service when caught by a thick mist, while riding on the sands near Suez, in his Egyptian campaign.

To attempt to find your way in the dark is decidedly risky. Wait till daybreak. Novices in exploration are apt to follow the course of a river, but this affords the worst of tracks, and is generally broken by ravines or small tributaries or backwaters. Besides, the vegetation is usually thicker and much more tangled than further away from the stream. If next morning you are unsuccessful in recovering the track, at all events mark the place whence you started, so as to know it again.

Flooding of Tent, Precautions against (see Tents).

Food.—It is always advisable to utilise the food of the country as much as possible, and to look upon tinned and preserved foods as supplementary diet (see below).

But if uncertainty exists as to the chance of replenishing one's larder—as, for example, in Syria east of the Jordan—then the following list for a week's supply for *two* persons (luxuries excluded) may serve as a rough indication of what might be required. But the load should be within the limits of 50 to 60 lbs.

Six tins of soup.
Six tins of meat (various kinds).
Two tins of fish.
Three tins of vegetables.

One pound of sugar (each person).

One pound of butter (each person).

Seven pounds of flour (each person).

Seven pounds of lunch biscuits (each person).

Three pounds of other biscuits (each person).

One pound of coffee and cocoa, half-pound of tea (each person).

One packet (Ozokerit) candles.

One packet cornflour or arrowroot.

One packet semolina and tapioca.

Half a pound of vermicelli.

Seven pounds of rice (if none in the country).

Three tins of condensed milk ("Milkmaid" brand unsweetened the best).

Two tins of sardines, two potted meat, two jam, two preserved fruit.

Cooking Apparatus. An elaborate *batterie de cuisine* is a senseless encumbrance; all that is really necessary (apart from the canteen) for two or three travellers is a strong iron saucepan, a seamless steel saucepan, and a frying-pan. If anything in the nature of a cooking stove be taken, what is known as the "Ideal Steam Cooker" can scarcely be improved upon, *teste* Mrs. C. F. Harford, Lecturer on Cooking at Livingstone College.

"The Ideal Steam Cooker is a great boon to cooks, as it will cook meat, vegetables, and puddings at the same time, without making any one taste of the other. It has three or four trays, and on each one of these a different food may be placed, meat at the bottom, then vegetables, and pudding at the top. It will require no attention unless the water is exhausted, when a whistle blows to call attention to the fact, so that the dinner can be got ready early in the morning and left to cook itself till dinner. To amateur cooks especially, and to those going abroad, this "Steam Cooker" is invaluable.

"Mince, curry, stew, or potato pie can all be cooked in the steamer instead of on the stove or in the oven. Fowls steamed this way are excellent, and any pudding intended either for baking or boiling can be put in the steamer and cooked with practically no trouble."

The canteen should be as light as possible, and the articles should be of aluminium. For say *three* travellers the following contents should suffice, and the whole apparatus in a strong wicker basket need not exceed 20 or 25 lbs.:—

1. Six plates.
2. Ten dishes.
3. Three cups and saucers.
4. A tea-pot.
5. Tins for mustard, pepper, and salt.
6. Six knives and forks, six spoons, and two table-spoons.
7. Tin for sugar.
8. Tea caddy.

Meat Extracts. It must be remembered that the nutritive value of these patent foods is apt to be exaggerated. They should be regarded as a supplementary or an emergency diet, rather than as a staple food. It must not be forgotten that, in the comparatively severe labour travelling entails, a considerable weight of carbon and nitrogen is consumed, and this must be replaced by an equivalent weight.

Fords.—Ordinary common-sense will often show when a ford is likely to be met with, *e.g.*, if a path ends at the river bank, and another can be seen beginning nearly opposite, it is obvious that the river is likely to be fordable at that point. An interesting example of this exercise of common-sense is shown in one of Wellesley's (Wellington)

Indian campaigns. On one occasion he risked the passage of his troops across a river of unknown depth. He assumed (and rightly) that it was fordable at a certain point, where two villages faced each other on opposite sides of the river.

Fuel.—Dry cattle-dung, or even bones, afford tolerable substitutes for firewood. This knowledge was utilised in rather a ghastly fashion by the Russian troops in the Russo-Turkish War of 1829. At Adrianople the half-frozen soldiers violated the graves in the cemeteries, to burn the bones for fuel. It would be well, however, that the camp equipment should include a sack of charcoal.

In some parts of Asia the natives use a peculiar kind of charcoal called *gul*. It is made by mixing powdered charcoal with molasses, kneading the mass into balls and drying them in the sun.

Hammocks.—They are not popular with travellers, owing to the supposed difficulty of hanging them; but by means of pegs, and a stout stick at each end, they can be suspended satisfactorily. It might even be possible to use the pegs of the tent, by running the rope through holes in the tent at the height of the supporting stick.

Intercourse with Natives.—With Mohammedans the following "Don'ts" should be remembered, if the traveller wishes to avoid offending against the Moslem code of ethics:—

1. Don't point at a man with the finger.
2. Don't ask questions, except those really essential.
3. Don't exercise yourself about the care of your servant or horse when enjoying native hospitality.
4. Don't stare at a Mohammedan when he is praying.
5. Don't ask after your host's family.

6. Don't attempt to sketch or photograph a Mohammedan, or even a mosque. The equivalent of the jocular nickname of an amateur photographer, "Kodak fiend" is applied in grim earnest by Mohammedans!

Interpreters.—As a rule, it is best to double the part of cook with that of interpreter. In one's intercourse with the inhabitants avoid the brevity and brusqueness that obtain among travellers in the well-worn tracks of Continental travel. Therefore it is important to cultivate patience in our dealings with the natives. When exploration rather than travel is the traveller's aim, he should remember that much of the success of the exploration depends on the knack of gaining the goodwill of the country people, and enlisting their services as porters, guides, purveyors, &c.

Remember, to quote the admirable advice of Mr. C. T. Dent, that with them "money is not a necessity, nor is time a commodity. Talk is their delight, and it is as a subject of endless conversation that they most value their visitors."

Knapsacks.—A rucksack, well known to Alpine climbers, will be found more convenient, and certainly easier to carry, than a knapsack, in which the weight is wrongly distributed and the wearer cramped. In a rucksack, too, the contents can be more easily kept dry, though they are not so accessible. A rucksack is very like a miniature canvas soiled linen bag used on ocean liners. For real exploring the advantages of this kind of bag over the ordinary knapsack are indisputable.

Knots.—A certain facility in the making of a few ordinary knots and hitches is well worth acquiring by the traveller. The three essentials of a knot are (1) that it is capable of

being tied and untied quickly; (2) that it does not jam; and (3) that it does not slip. It follows, then, that the more loose and open a knot is, *provided it holds fast*, the better.

Fig. 2. Bowline.

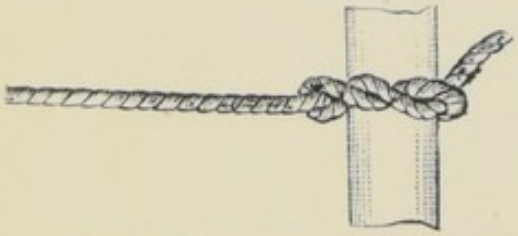


Fig. 1. Timber Hitch.

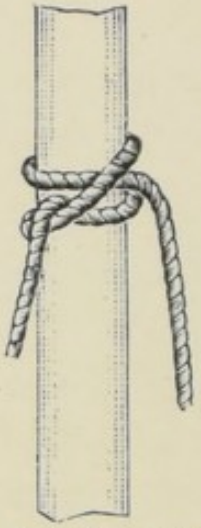


Fig. 3. Clove Hitch.

The four elementary knots which should certainly be mastered by all travellers are the reef knot (which needs no description), the timber hitch (Fig. 1), the bowline (Fig. 2), and the clove hitch (Fig. 3).

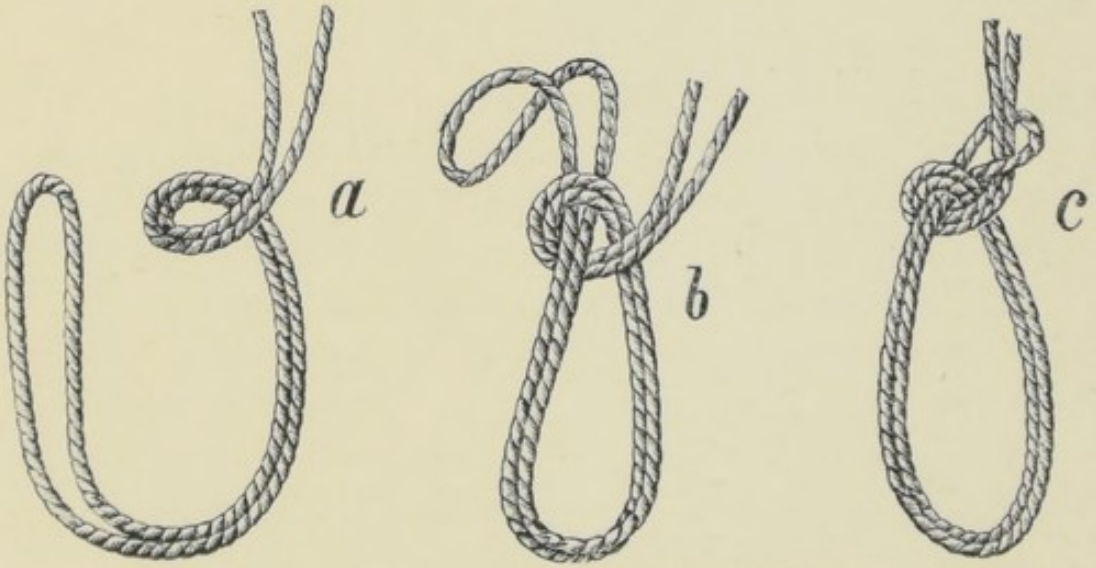


Fig. 4. Double Bowline.

For a bowline on a bight, use the double bowline (Fig. 4).

Another useful tie is the simple loop tie (Fig. 5), for carrying parcels. This can also be used instead of a clove hitch for the tent-pole, if the surface is a little rugged and uneven.

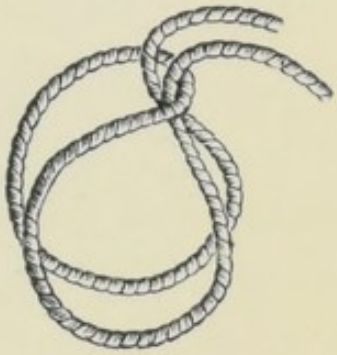


Fig. 5. Loop Knot.

If rain is expected, it is a good plan to insert a rag or loose bit of cord in a knot, as by simply pulling the rag out, the untying of the knot is rendered easier.

Fig. 6. Overhand Knot.

Knots to avoid are the ordinary single knot, the common overhand knot (Fig. 6), and the false reef knot, popularly known as the granny knot.

Fig. 7. Figure-of-eight Knot.

The figure-of-eight knot (Fig. 7) is the best knot to use to prevent the loose end of a cord from running out through a hole or an eye ; and it is also used to prevent the fraying of the end. "Whipping," of course, is better, but this is a good temporary substitute.

Language.—In all the large towns there is no difficulty in finding those who speak English, but in the less-frequented places, and in the open country, it is well to have at least a small vocabulary of the more necessary words, and for this purpose, "Marlborough's Self-taught Series" will prove most suitable. Included among these books there will be found Syrian-Arabic, the Egyptian dialect of the same, Turkish, and other languages; particulars of which are given under their separate countries.

Lantern, Substitute for.—An ordinary bottle with the bottom broken away, with a candle reversed and fitting into the neck, makes a capital substitute, familiar to Alpine Club men. The bottom is easily removed by filling the bottle with water to the depth of about an inch, and placing it in red-hot ashes, when the glass will crack all round to the level of the water.

Lighting a Match in the Open.—To give a hint about this simple matter may seem to some almost childish; one has only to watch a farm labourer, or even a 'bus driver, who will light a pipe without difficulty in a gale of wind. Still, there is a right and a wrong way even in attempting this trifling feat.

For instance, under ordinary circumstances when there is not much wind, remember to hold the hand under the light. Few people realise that the wind, as a rule, blows from under rather than above. If there is a strong wind, twist up a bit of paper into a cone, and immediately after striking hold the match inside the cone. It may be added that for travellers, wax are preferable to wooden matches, as the former are waterproof.

To smokers the importance of handiness in lighting a match under adverse conditions is so great that a few other wrinkles may be added. A light is obtained more readily by (1) separating the fibres of the unloaded end of

a wax match and twisting them loosely round the head; (2) lighting in the folds of a crumpled-up newspaper. The lens of a telescope or a field-glass makes a good enough burning-glass to provide a light for a pipe when the sun is up.

Maps.—Use the most modern maps, and remember that even an ordnance survey map is not infallible. A notorious example was that of one of the early ordnance maps of Devonshire, when the sources of the Exe were placed several miles from their true place of origin—a mistake said to have arisen on account of the distance from a public-house, and the personal habits of that particular surveyor!

Mosquitoes.—A mosquito net should be regarded rather as a necessity than a luxury, and should always form part of the camp equipment. It is especially useful for camping near water, where mosquitoes as a rule abound. If the traveller be unprovided with a net, an alternative plan is to tie a muslin veil over the head and sleep with the socks drawn over the pyjamas.

Outfit.—Outfitters' catalogues should be used with discretion, as a traveller's "outfit" is apt to be very comprehensive in the interpretation of the trade. It is important to discriminate between indispensable and merely luxurious appliances. Among the few indispensable articles are:—Money belt, sporting knife, spirit flask (ebonite best), ink-pot (safety ebonite the best), folding writing case, folding lantern, portable canvas bath, field-glass, compass, aneroid barometer, passport (see General Hints), corkscrew, whistle, soap in tin or aluminium case, sewing case (see below), drugs (see Medical Hints). Then it might be well to add a chronometer (see below), pocket mirror, set of extra straps, ball of cord, canteen (cooking),

Instra, matches (large tin of), water-bottle and cup (see WATER), some tins of Brand's beef-tea tabules, spiritine Norwegian self-acting cooking apparatus, filter (see above), (solidified spirit), sparklets. Two or three canvas bags for carrying provisions take very little room, and will be found of the greatest use.

Failing a chronometer, a £3 3s. Waltham watch, which can be relied upon to stand the roughest treatment, should be taken.

A typewriter will be found a useful adjunct to the traveller's equipment. But his choice is practically limited to the Blickensderfer make, which is deservedly well known for its portability, strength, and durability.

Clothing (see above).

Sleeping Bag.—A sleeping bag is even more necessary in a tropical than in a temperate climate, as there is a natural tendency to throw off the bed-clothes involuntarily on a warm night, thus inviting a chill. But the ordinary sleeping bag of the Colonial outfitter, though strong and durable, is rather bulky. A good sleeping bag that serves its purpose sufficiently well can be improvised by simply folding an ordinary blanket and sewing it at the bottom and along the side. If a waterproof ground-sheet be also used, this sleeping arrangement is as healthy and almost as comfortable as a hammock. Some travellers, however, never use a sleeping bag of any description, but prefer an ordinary Scotch plaid. If ordinary bed-gear be taken, it should be carried separately, preferably in a canvas bag like those sold by outfitters for use on board ship for soiled linen.

List of Equipment.—An enormous amount of time and worry will be saved if the traveller take the simple precaution of making a list of the contents of each package.

Tools.—A few are essential, but the usual tool-cases sold by the outfitter usually contain many "fancy" articles of little practical value. Two or three gimlets, a screw-driver, pincers, pliers, punch for making holes in straps, a handsaw, an awl, a short-handled hammer, a chisel, and some rolls of copper wire, carried in a leather roll should suffice; or, if one of the combination tool-handles be taken, awl, gimlets, and screw-driver can be omitted. A hard chisel is very useful, also a small hatchet, a gouge, and a fine file. Take plenty of nails and screws in a tin box separately.

A small roll-up case of sewing materials (sometimes called a housewife) containing scissors, tape, needles, pins, thread, buttons, carpet needle, large bodkin, tailor's thimble, &c., would be found useful even in ordinary travels, and such a case takes up little room.

Presents for Natives (see also Morocco).—Portability, novelty, and cheapness are the three desiderata. In the semi-civilised regions covered by this little book the ordinary stock of the explorer would not be appreciated, but penny pocket mirrors, or handkerchiefs, ties, and other small articles of clothing, will serve as specimens of the kind of presents that should be taken. For natives of high rank, for whom cigarettes or cigars would not be an adequate gift, some striking but portable novelties, such as American "Gem" clocks or electric torches (those sold at 12s. 6d., with a reserve of 5,000 flashes), would be very acceptable.

"Roughing It," Advice on.—Unnecessary roughing it is rather puerile, and an appetite for this is a mark of the novice. The advice of a famous explorer, Captain Younghusband, is worth quoting in this connection:—"More roughing than is absolutely necessary should always be avoided on principle, for it not only makes one less

physically fit when the time for real action comes, but also, if continued for month after month on long explorations, degrades the mind, gradually obscures the brightness of the intellect, and makes one forget that one belongs to a civilised portion of the human race."

Signals.—A whistle makes an effective signal, and carries much further than the voice. It is easy to arrange a short code by long and short blasts, alternating on the Morse system. Whistling through the fingers—an accomplishment at which every London street boy is an adept—gives a most penetrating sound. Other sounds which can be heard a long way are the Australian *coo-ey* and the Swiss *jödel*.

Specimen Boxes.—All natural history specimens should be sent in tin boxes. If the traveller find them too bulky, a substitute can be made as follows:—To a strip of cardboard—the side of a cardboard box, for instance—add two smaller strips like wings, one on each side, attached by a piece of gummed paper which overlaps. A large number of these prepared cardboards can be carried like leaves of a book. Then when a box is required, the cardboard strips can be bent into the required shape, and the strips with the overlapping gummed paper turned over, thus making a cardboard box.

But, of course, metal boxes are far superior. The most useful kind are those known as Chalmers' Patent Metal Envelope, an ingenious contrivance which does away with the necessity of string, paper or sealing. These self-contained boxes are sufficiently sealed by affixing the postage stamp *over* the metal flap which closes the box.

If, however, the postal regulations of the country require that the box should be capable of examination by the postal officials, the stamp can be placed *under* the metal flap.

Sport.—*To Recover Duck, &c. from a River or Lake without a Dog.* Attach a long cord to a stout stick, from the end of which two cords about five or six feet long should be fastened, the other ends being attached to the main cord, forming a kind of triangle. This keeps the stick in the right position when thrown beyond the floating bird.

Shooting in a Bad Light. For shooting in the evening with a bad light, it is a good tip to tie a sheet of paper or a white handkerchief round the muzzle of the gun. This will assist the aim.

Preserving Game. A good dodge for keeping game from birds of prey is to hang it from an overhanging branch of a tree, as birds usually require a place to stand on when pecking at game.

Sporting Knife. The expensive sporting knives of Colonial outfitters contain an unnecessary number of utensils, while many really indispensable tools are omitted. It would be worth while to have one made to order; and this, which need not exceed four or five inches in length, should include a stiletto for boring holes in straps, a cobbler's awl, small gimlet, turnscrew, a packing needle (let into the handle), and not more than two small blades. Such a tool will be found far more useful than the elaborate pocket armoury sold by cutlers.

String.—It is always important that a traveller should have some good strong string or cord in his luggage, and carry one or two loose pieces in his pockets. This is a matter that will be found of great service in many of the small accidents and mischances of daily occurrence.

Substitutes, Some Useful.—*Note Paper.* If writing paper be not procurable, the coarsest brown paper will be a tolerable substitute, if it be merely brushed over with

milk and water, and then dried. This elementary kind of sizing prevents the blotting of the writing. In some parts of India the Hindoos trace words on an ordinary smooth leaf, using as a pen the moistened sapling end of a leaf-stalk. When dust is thrown upon the leaf the writing becomes legible.

Cord. Woodbines and other pliant runners, stems of plants. But in fastening with these substitutes the loose ends must not be knotted, but twisted till they kink.

Gum. White of egg makes a fair substitute.

Ink. Mix lampblack (or scrapings of a burnt stick) with milk or very weak solution of gum. Strong black coffee will serve as a tolerable substitute. Milk or the juice of lemons will serve the same purpose as ordinary sympathetic ink.

Pen. Heat some sand over the fire, and thrust a large feather into it. This will cause the interior membrane of the feather to dry up and the outside to peel off.

Varnish. Sealing-wax, dissolved in spirits of wine, makes a tolerable substitute. It also serves as a cement. This is the preparation used for the red end of toy magnets.

Tents.—Perhaps the worst kind of tent is the old-fashioned military bell-tent, which gives the minimum of space and the maximum of trouble. The most suitable tents are the gipsy pattern (with no inside pole) and the ridge-pole tent. The best kinds are those constructed for tropical climates, with double roof, known as the "Explorer" and "Surveyor." They are made of best rot-proof canvas, and the weight of one for three or four persons is about a hundredweight, and they cost from £9 to £12.

A cheaper and more portable tent is one manufactured

by Messrs. Pigott, called the "Boating Tent." One suitable for three travellers costs £3 15s., and the weight is only 33 lb.

If a still more portable tent is required, one of the pattern invented by Mr. Whymper cannot be improved upon, but it will only serve for one person, or two at a pinch. It is of the marquee pattern, has bamboo poles, and is packed in a canvas bag—the weight not exceeding 28 lb. A special feature of this tent is that the poles at each end of the tent slip into hems of the cloth, no ridge pole being necessary. It is a good tip to have a few wide pockets sewn on to the inside of the tent when ordering.

If a tent with a centre pole be used, it is a good plan to take a pole-strap, or "spider," fitted with hooks—an ingenious contrivance for fastening to the top of the tent-pole, sold by all outfitters. This will save a lot of trouble. Failing this, the traveller must be content with a clove-hitch (the only knot which holds firm on a smooth tent-pole), to which hooks can be attached, or sticking in gimlets to serve as hooks.

In selecting a tent, one with a floor area of at least seven feet square is essential to comfort for three travellers.

New tent ropes should be well stretched before use, or the first night the straining of the cords will probably cause the tent to collapse. The simplest way of stretching a rope is to wet it thoroughly, and then tie it taut between two trees or posts. This will also prevent kinking.

Pitching a Tent. There is considerable art in pitching a tent in order to take advantage of sun or shade, minimise the effects of the wind if necessary, admit or exclude the air, prevent flooding, &c. If the soil be loose, as in the desert or on sand dunes, scrape away the surface soil before driving in the pegs. If the hold be still not sufficiently

tenacious, use two pegs for each rope, burying one in the ground, and then stamping down the removed soil. A better method is to employ the contrivance known as the "*dateram*" (see above). Another way is to bury a bush in the ground, using its stem as a tent-peg. After rain be careful to ease the ropes a little, or the shrinking may pull out the pegs. It is worth while to have iron tent-pegs, —the ordinary wooden ones are apt to be left behind by the camp servant, or even used as fuel, and the extra weight is trifling.

Thirst (see also WATER).—Cold tea is an excellent thirst-quencher. It will keep wholesome several days if the tea be poured away from the tea leaves after it has "stood" a few minutes: it is the soaking of the leaves that makes it bitter. Tea "tabloids," are sometimes used by up-to-date travellers who dislike taking trouble, but they are not altogether satisfactory. Besides, what can be more portable than ordinary tea? The best and most permanent thirst-quencher is, no doubt, tea without milk or sugar, drunk as hot as can be borne. This fact is well known to Australian shepherds.

When no drink is obtainable, a good plan is to try and promote the flow of saliva (which will allay the craving) by sucking a small stone or pebble, or chewing grass or a leaf.

By making a practice of drinking only at long intervals in hot countries, and then plentifully, but slowly, the tendency to extreme thirst is minimised. Thirst is also arrested by checking evaporation.

Tracking.—The direction of sound waves or ripples is an indication of the prevailing wind. An observant traveller will also be able to learn something of the prevalent winds in a particular region by noting the side of the trees on

which most branches are to be found. Stunted trees usually indicate the proximity of the sea.

Travellers should cultivate their powers of topographical observation, for which purpose making rough route maps of the country is an excellent practice. An eye for the general lay of the country is as important for the explorer as for the hunting man in Englaud. In connection with this knack a good story is told by J. W. Croker (Macaulay's *bête noire*) of the Duke of Wellington :—

"When travelling with the Duke on the North Road we amused ourselves by guessing what sort of a country we should find at the other side of the hills we drove up ; and when I expressed surprise at some extraordinary good guesses he had made, he said, 'Why, I have spent all my life in trying to guess what was at the other side of the hill.' I had reminded him of this just as we were driving across the ravine that had impeded him, and he turned round to Mrs. Croker to explain it to her, adding : 'All the business of war, and indeed all the business of life, is to endeavour to find out what you don't know by what you do ; that's what I call guessing what was at the other side of the hill.'"

"*Smelling out*" *a Track at Night.* It does not require the keen olfactory sense of a Queensland black tracker or a Red Indian of Fennimore Cooper's novels to understand that the fact of a track being much frequented by animals is indicated by taking up a handful of earth and smelling it. The proximity of an encampment can often be correctly gauged by this method. In Syria big stones are constantly used by the Arabs to mark the tracks.

Water (see also Filters).—Merely muddy water can be rendered drinkable by filtering, or dissolving alum in it. But filtering is of doubtful use in the case of bad or

stagnant water. The only certain remedy is to boil it. A substitute for a filter is a piece of muslin or cambric tied over the mouth of the vessel through which the water is poured.

Perhaps the best kind of water-bottle or flask is that made of ebonite. A cheaper kind are the thick canvas ones (Egyptian army pattern) holding two quarts. These are much better than the ordinary tin ones. Indiarubber water-bottles are not recommended, as the unpleasant taste cannot wholly be got rid of. Improvised water-carriers can be made out of an ordinary canvas bag, which after a thorough soaking will become tolerably waterproof. For instance, one of Silver's soiled-linen bags makes a capital water-carrier for temporary use, for bringing water from a river to the camp. Evaporation keeps the water in these canvas bags refreshingly cool.

As to the amount of water that should be carried on an expedition, at least one gallon per day of drinking water for each member should be carried.

Miscellaneous.—*Bush Cooking.* Tea without kettles. The Australian method of using only a "billy" (tin mug) ensures really good tea without tannin. They use merely a tin quart pot to boil the water. As soon as boiled the tea is put in, and the pot taken off the fire, while a pint pot (the drinking mug) is placed on the top as a cover. After a few minutes, the tea is poured into the mug, and sugar added.

Camp Servants. If two or more camp servants, drivers, attendants, &c., be taken, try and get them of the same race, to avoid quarrels and disputes among them.

Dents in Flasks; how to Repair. Few know an infallible dodge for repairing a badly dented metal spirit flask.

Simply fill it with peas or seeds, and fill it with water, replacing the stopper. The swelling of the peas will fill out the dents in three or four hours.

Fireplace in Tent. A simple method of heating the tent is to dig a small hole in the floor, and cover the bottom with stones, over which red-hot cinders (from the camp-fire) should be placed the last thing at night. But it is important to have a small opening in the top of the tent for ventilation.

Mirage; how to Detect. If you sight the supposed lake with a rifle, you will detect movement, which will betray its unreality.

Rain Trench. If rain threaten, be careful to dig a trench round the tent.

Splashing, to Prevent. In carrying a full bucket of water, splashing is much reduced by throwing grass or weeds on the water.

To Remove Fixed Stoppers. A stopper which has become fixed in the bottle and cannot be removed by the usual method of gentle tapping, will sometimes be readily loosened by merely immersing the whole stopper and bottle in a basin of water; it may be left in for hours or days if necessary, but this plan will generally be effective in the end.

Table and Chair for Tent. By digging a trench and sitting on one side of it, with the feet resting on the bottom, it is obvious that a makeshift chair and table are formed.

Tin-opener. If no tin-opener be available, a tin can be opened by boring holes close together in a circle round the top.

Water. Mr. C. T. Dent mentions a good dodge for collecting water when trickling down a rock, namely, to fold a sheet of paper in half and hold it against the rock, when the water will flow through the extemporised conduit.*

---

* For some of the hints in this section I must acknowledge my indebtedness to Professor Galton's invaluable *vade mecum* for travellers in uncivilised regions, entitled "The Art of Travel," now, I believe, out of print.

Part III.—MEDICAL HINTS.

Alcohol.—In semi-tropical countries the physiological arguments against the consumption of alcohol as a beverage apply with greater force than in temperate climates. Putting the moral aspect aside, the chief objection to its free use as a beverage is that it lessens its value medicinally in disease. As to what constitutes "moderate drinking," Dr. Parkes, in his classical work on the subject, lays down the rule that an ordinary healthy adult cannot take daily without injury more than an amount of alcohol which is represented by a liqueur-glass of undiluted spirits, or three to four wineglassfuls of sherry, or seven glasses of claret, or two pints of beer daily*. It must not be forgotten that in hot countries alcohol has a much more rapid and injurious effect than it has in a temperate climate; and, as Dr. Leigh Canney aptly observes, the casual whisky and soda, which seems such a negligeable quantity in a club at home, may mean a fatal attack of heat apoplexy under a tropical sun.

Bites of Wild Animals.—Wash out the wound with the strongest antiseptic solution—boracic acid is not strong enough—such as zinc chloride (20 grs. in a tablespoonful of water) or corrosive sublimate (very poisonous). Then cover the wound with lint which has been dipped in a boracic acid solution. If there is any suspicion of madness, the wound must be freely cauterised with lunar caustic, or a red-hot iron applied. (See Snake-bite.)

Books of Reference.

Handbook of Tropical Diseases. By Dr. P. Manson. Cassell. 1899.—This gives in a small compass all

* More recent authorities fix the limit at about half these quantities.

essential information for those living or travelling in the tropics far away from medical aid.

Health Abroad: A Medical Handbook of Travel. Edited by E. Hobhouse, M.D. Smith, Elder. 1899.

Health in Africa. By Dr. Kerr Cross. Nisbet.

Hints to Travellers. 8th ed. 1901. Royal Geographical Society.

Malarial Fever. By Dr. Ronald Ross. 9th ed. 1902. Longmans.—A leading text-book on the subject.

Medical Climatology. By Dr. S. E. Solly. Churchill. 1897.—Contains succinct descriptions of the climate of the East.

Notes on Malarial Fever. By Dr. W. H. Crosse. Simpkin.

The Shipmaster's Medical Help. Griffin. Portsmouth.

Diseases to which Travellers are especially liable.*—*Cholera.* Cause, usually tainted water. Symptoms: The most characteristic are diarrhœa, vomiting, thirst, cramps in legs, intense coldness, and collapse. Treatment: Promptness essential. In early stage check diarrhœa by opium and astringents. Give chlorodyne; camphor also has been recommended. In cold stage keep patient warm; rub well to maintain the circulation. Put hot bottle to feet; give small doses of brandy or ammonia.

If no anti-cholera pills or chlorodyne be immediately available, a wineglassful of vinegar taken in sips at frequent intervals is a tolerable substitute.

If the patient is constipated, give an aperient at once. If the griping pains are very severe, ten to fifteen drops of laudanum may be given.

Some discretion should be used in allaying the intense thirst from which in many cases the patient suffers, as

* For some of these medical hints on diseases I am indebted to the valuable chapter of medical and surgical advice by W. H. Crosse, M.D., in the Royal Geographical Society's "Hints to Travellers."

drinking aggravates the vomiting. Small pieces of ice, to relieve the thirst, are better.

Inoculation against cholera has been practised of late. It consists of injecting a preparation under the skin. It causes a slight feverish indisposition for a day or so. The protective effects usually last for some six months.

In Egypt, during the terrible cholera epidemic some years ago, the favourite treatment was a stiff dose of raw brandy and ginger.

Constipation.—Give a cascara tabloid (2 grs.) taken once or twice a day, or a saline draught. If there is vomiting as well, *by no means* give any aperient. If there is colic, apply hot-water fomentations to the abdomen, and give a soap-and-water enema. If pain is severe, give 15 minims of tincture of opium.

Diarrhœa.—Simple diarrhœa is due usually to some irritant in the bowels. To remove this, give castor oil or some mild aperient. If diarrhœa continues, give astringent medicine. Diet: Broths, beef-tea, rice, arrowroot, beaten-up eggs, and other semi-solids. Diarrhœa, even in the simplest forms, should always be regarded seriously when travelling, as, if neglected, it might develop into some form of dysentery. Diarrhœa and dysentery are sometimes brought on by neglecting a chill.

The following homely remedy has frequently checked the trouble when given at an early stage:—Give the patient a teaspoonful of flour or unboiled arrowroot, mixed with cold water or milk to the consistency of cream.

Dysentery.—Symptoms: The presence of blood in motions an unmistakable symptom; diarrhœa *plus* colic pains and straining. Treatment: Rest, warmth, semi-liquid food as in diarrhœa, and very little at early stage. If needful, give an enema at first. If dysentery not

checked, give chlorodyne (20 m.), followed by ipecacuanha (20 to 30 grs.), repeated twice a day if necessary. Continue treatment for at least a week.

Malarial Fever.—Symptoms : Languor and depression, followed by cold stage, hot stage, and sweating stage. Treatment : Mild aperient to begin with. Then quinine,* 10 to 15 grs. (total given in twenty-four hours should not be more than 30 grs., but if much fever 50 to 60 might be given). At cold stage give warm drinks, and sponge with warm water. At hot stage cold sponging, but take care to avoid giving patient a chill ; antipyrine, 5 to 8 grs.† Cold drinks, such as water with lime-juice at sweating stage. Temperature all along best guide to treatment and amount of quinine to be given. For instance, if the characteristic buzzing in the head is felt, the quinine dose should be reduced. As a general rule, aim at increasing perspiration.

In malarial regions take daily (even when perfectly well) 5 grs. of quinine. Important to keep the bowels open. Any neglect of this precaution in tropical countries is likely to be far more serious than at home.

Ophthalmia.—This is caused usually by irritation due to sand, insects, cold winds, &c. It is an inflammation of the membrane of the eye and of the eyelids. The eyes are bloodshot, and feel as if particles of sand had got into them, and they run profusely with a thin watery fluid ; and if the trouble be not checked the discharge becomes thick matter. The treatment is bathing the eyes with a luke-warm solution of boracic acid of about 10 grs. to one

* Some persons, however, cannot take quinine, and in such cases arsenic in very small doses may be given instead.

† But anti-pyrine is unsuited to some constitutions, on account of its "lowering" effect on the heart. In such cases anti-febrine or phenacetine would be more suitable.

wineglassful of water. The edges of the lids should be smeared with boracic ointment to prevent their adhering. An alternative treatment is the time-honoured one of sulphate of zinc (2 grs. to half a wineglassful of water) as a bath.

When removing foreign objects from the eye, the most effective treatment is to drop in a few drops of cocaine solution (2 grs. dissolved in a teaspoonful of water). Failing cocaine, a drop of castor oil will be found to relieve any pain afterwards.

Piles.—These often occur if constipation be not checked. Ordinary ablutions with cold water, or lotions of hazeline, and rest will sometimes prove efficacious at an early stage. If the parts are very inflamed, apply hot fomentation sprinkled with laudanum.

Typhoid (enteric) is usually caused by drinking polluted water, or by insanitary surroundings. Incubation period from ten to fifteen days. Symptoms: Usually headache, general depression, often diarrhœa (or sometimes constipation), and rise of temperature. Treatment: Absolute rest and quiet. Diet: Milk, three or four pints (of course, boiled) a day, but *taken in small quantities.* In constipation, at the beginning, an enema must be given, but no aperient.

If new milk be not obtainable, condensed milk must serve, but this should be mixed with water which has been *boiled.*

"Don'ts," Some Medical.—The following "Don'ts" for travellers in tropical or semi-tropical countries are by no means superfluous:—

1. Don't take a cold bath.

2. Don't neglect to take quinine regularly, as a precautionary measure.

3. Don't neglect to wear a cholera belt.

4. Don't take alcohol in any form *merely as a beverage*, at all events, "when the sun is up."

5. Don't neglect in malarial countries to boil water.

6. Don't trust only to a filter. "Most filters are death traps," because rarely cleaned properly.

7. Don't drink very cold water.

8. Avoid iced drinks.

Drowning.—The right methods for restoring an apparently drowned person may be easily summarised. The body should first be raised for about a minute with the chest well above the head, and the tongue drawn forward. This is to allow water that has got into the air passages to run out. Then some system of artificial respiration should be practised for at least two hours, and in the meantime the body should be stripped, and vigorously rubbed from below upwards. The best and simplest method of inducing artificial respiration is to kneel behind the head of the patient (who should be laid flat on the ground on his back, with a pillow under the shoulders), grasping the arms above the elbow, and bringing them slowly, and without jerking, up above the head to their full extent, holding them in that position for a second and then returning them slowly to the patient's side, pressing them in close. This should be repeated some fifteen to twenty times a minute, and continued for *at least two hours*.

When there are any signs of returning life, a few drops of brandy should be poured down the throat (but with great care, or suffocation might result), and the patient put to bed with hot bottles at feet and sides.

Drugs, Some Useful.—When possible these should be in the "tabloid" form for convenience:—

Aromatic Chalk Powder and Opium tabloids (B. & W.), 5 grs. Two to six for a dose. Good for diarrhœa as an astringent.

Bicarbonate of Soda. Useful in dyspepsia. Dose, 5 to 10 grs.

Blue Pill and Compound Rhubarb tabloids (B. & W.), or *Compound Podophyllin* tabloids (B. & W.). For biliousness and liver disturbance.

Boracic Acid in powder.

Bromide of Ammonium. A useful sedative, and much less depressing than the popular bromide of potassium. Dose two to three tablets (5 gr.).

Cascara "tabloids," 2 gr. For constipation.

Chinosol. A new drug, which now replaces carbolic acid and is free from the latter's poisonous qualities.

Chlorate of Potash tabloids. Two for a dose. Useful in sore throat.

Chlorodyne (Collis Browne's). Extremely useful for diarrhœa and dysentery.

Dover's Powder ("tabloids," 5 gr.) Two for a dose. Acts on skin; useful in early cold.

Epsom Salts, as a mild saline aperient, or better, Tabloid Magnesium Sulphate Effervescens (B. & W.).

Izal. Valuable antiseptic dressing; non-poisonous. and does not irritate the skin.

Permanganate of Potassium. This is the basis of Condy's Fluid. It is an antidote for opium poisoning; it is also a useful test for impure water, which it turns brown instead of purple.

Quinine Pills. Of little use in this form, as they are very hard of solution. "Tabloids" (2 gr.) better.

Soda Mint tabloids, or better, *Rhubarb and Gentian Compound* tabloids (B. & W.). Useful for indigestion.

Tablets. Drugs in this form will act better if taken in about a tablespoonful of water.

Feet, Care of the.—The great aim should be to keep the feet cool and dry. If the feet perspire freely, a good preparation to use is an ointment composed of salicylic acid (3 parts), potash alum (15 parts), and powdered talc (82 parts). This should be spread on the socks. It is largely used in the German Army.

If a long walk is in contemplation, the old-fashioned homely remedy of soaping the inside of the socks is more likely to prevent blisters than anything else.

If the feet are tender, they should be bathed night and morning in salt-and-water, and afterwards rubbed with brandy. If the blister come to a head, it should be pricked. If the excoriations be severe, a day or two's rest will be necessary, and they should be thoroughly cleansed, and dressed with boracic ointment. When there is a special tendency to excoriation, it is a good plan to apply a few bunion plasters cut in half, each half being applied to the most prominent part of the toes. This protects the part not only from boot pressure, but also from the friction of the sock, which of itself may produce chafing.

The risk of feet trouble will be minimised by taking the precaution to wear thick socks. The soles of the boots should also be stout and thick.

Frostbite.—Hints on frostbite seem perhaps superfluous when dealing with semi-tropical regions, but it must be remembered that great cold is experienced in winter in some parts of Asia Minor, and all who intend to do any climbing in the Lebanon Range, or in the Highlands of

Greece and Thessaly, for instance, might conceivably be attacked with frostbite. The treatment is to rub the part rapidly and continuously for some minutes with snow. Be careful to keep away from the fire until circulation is restored. Afterwards bind part with cold-water bandages. The frost-bitten member should be kept free from the air as much as possible. Dry cold is not so likely to bring about frostbite as moist cold; therefore, if there is any danger of the feet being frost-bitten, see that the feet are kept dry.

Hygienic Rules, Ten.

1. Rise early (not later than five or six), and retire early.

2. Rest when travelling from about noon to 3 p.m.

3. Refrain from exercise immediately after eating.

4. Use wine rather as a cordial than as a beverage to allay thirst, and neither wine nor spirituous liquors ever before dinner.

5. Avoid the pernicious custom in hot countries of taking beverages copiously at all hours of the day, whether lemonade, sangaree, or malt liquor.

6. Eat the simplest food; avoid a variety of dishes; abstain altogether from confectionery, and at first from all unaccustomed kinds of fruit, except early in the morning.

7. Use tepid or warm baths occasionally, and, as a general rule, the cold bath never; not because, under some circumstances, it might not be salutary in itself, but because in all cases it demands precautions which travellers can seldom take.

8. Wear flannel next the skin in all seasons, and never, while perspiring or when exposed to the breeze, remove any portion of clothing for the sake of coolness.

9. Be careful at night not to sit in the open air when the dew is falling.

10. Never travel between an hour after sunset and an hour before sunrise.

Medical Maxims, Ten.—The following "Ten Maxims for Travellers in Tropical Countries" (abridged from rules laid down by the late Dr. Madden) are in many respects applicable to the semi-tropical countries of the Near East.

1. In hot climates we cannot eat and drink, or endure fatigue, as we have been accustomed to do at home.

2. So far as regards regimen, exercise, and the regulation of time for meals and business, the habits of the natives of the countries we visit are not to be condemned.

3. In all hot countries less food is requisite to support nature than in cold ones.

4. In travelling, the feverishness of the system, or its increased nervous irritability, so far debilitates the digestive organs that the quantity of food requires to be diminished, and the intervals between meals to be lessened, so as to avoid the sense of exhaustion that arises from long fasting.

5. The traveller who drinks wine or malt liquor in moderation only does well, and he who cannot do so in moderation would do still better to abstain from both.

6. What is temperance in a cold climate would amount to immoderate indulgence in a hot one.

7. Cleanliness, cheerfulness, regularity in living, avoidance of exposure, are the chief means of preserving health.

8. Fatigue, long abstinence from food, and equally repletion, predispose the traveller to the influence of endemic maladies.

9. Exuberant vegetation is generally prejudicial to health. Indeed, speaking generally, whatever influence

is especially favourable to vegetable vigour is unfavourable to animal life.

10. Use of medicines for slight indisposition, and neglect of timely precautions, are equally prejudicial to travellers.

To which the following observations might be added:—

1. The traveller suffers least from heat who takes it as a matter of course, and bears it patiently, neither attempting to drive it away by artificial means—iced drinks taken in excess, for instance—on the one hand, nor aggravating it by unnecessary exercise.

2. It is a mistake to cut the hair close for the sake of coolness. The hair is the natural and the best protector against the sun.

3. One is more liable to chill in hot than in temperate, or even cold, countries.

Medicine Chest.—There is an embarrassing choice from the stock of the leading medical outfitters, but the traveller will probably not be wrong if he applies to the well-known firms of Messrs. Burroughs & Wellcome, or Messrs. Park, Davies & Co. Unless the traveller's itinerary take him for a considerable time beyond the reach of medical advice the latter firm's (Park, Davies & Co.'s) pocket medical case (No. 58), at £1 7s. 6d., fitted complete, will suffice. For more extended travel and exploration generally, Messrs. Burroughs & Wellcome's Aluminium Tabloid Medicine Chest—it weighs, fitted complete, about 27 lbs.—is more suitable. Some travellers prefer to fit the chest themselves. In this case it should contain supplies of the following:—Quinine, in two and five-grain tabloids (not pills). Anti-cholera pills. Permanganate of potash. Chlorodyne (Collis Browne's). Laudanum (tincture). Ipecacuanha (powder). Ammonia (Scrubb's Ammonia sufficient strength). Packet of mustard leaves, safety

pins, roll of lint, clinical thermometer, vaseline, medicine glass, scissors, lancet. Cascara tabloids (2 grs.). Epsom salts, 2 oz. Small bottle best liqueur brandy. Boracic acid ointment. Boracic acid powder (in a tin). (See also Some Useful Drugs.)

Prickly Heat.—Sponge the part affected with a mild solution of carbolic acid, and take a mild aperient. In slight attacks sponging with toilet vinegar affords relief. Sprinkling with violet powder is also a palliative.

For ordinary *Sun-blister*, cold cream or zinc ointment is a good palliative. Either is more efficacious than vaseline.

Sea-sickness.—There is, of course, no infallible cure for this distressing complaint. Indeed, some authorities do not hesitate to say that the only absolute cure is a negative one—in short, *Punch's* proverbial remedy:—"Don't go to Sea!" But a trial of "Yanatas," or some other popular remedy, will probably prove a palliative, if not an absolute cure. "Yanatas" has certainly proved successful in many obstinate cases. A mild aperient should be taken by those subject to sea-sickness the day before the voyage. If the attack is severe, apply a mustard leaf to the stomach and a hot-water bottle to the feet. Three to four drops of chloroform on lump sugar often prevents vomiting. Give also a tumbler of hot milk (which prevents straining on an empty stomach), or take a dose of 15 grs. bromide of soda and 5 grs. antipyrine to 1 oz. water. Some doctors recommend cocoaine tablets (1-20th grain) every hour, or less, for a few doses.

Many medical men now consider that, if drugs must be taken, the best all-round remedy is chlorobrom (not chloroform), a compound suggested by the late Professor Charteris, of Glasgow.

But it must be remembered that drugs should not be taken *except under doctor's orders* and only as a last resource. In obstinate cases, it will sometimes be found that wearing an ice-belt minimises the feeling of nausea, or, if ice be not procurable, applying cold compresses all along the spine is nearly as effective. Even tightening an ordinary belt will sometimes reduce the nausea. But *mal-de-mer* remedies are as the sands of the sea shore for number. For instance, one experienced traveller recommends eating a couple of apples directly the feeling of nausea is experienced. A less heroic remedy is dry champagne.

As regards the causes of *mal-de-mer*, many authorities do not hesitate to say that "nerves" have much to do with it. With some reason they point out fear as the most potent of all remedies. If the ship is really in danger, sea-sick folk, they argue, seem automatically cured.

Snake-bite.—The great aim should be to prevent the poison reaching the circulation. Therefore bind as tightly as possible with a hastily improvised tourniquet—twisting a stick between the bandage and limb—*above* the wound, *i.e.*, between the bitten part and the heart; and it would be well also to make a second ligature a few inches higher up. Next cut around the wound, to encourage bleeding, and suck it.* Then apply some drug, such as permanganate of potash (very strong) dissolved in water, solution of potash, or carbolic acid (poison). Failing this, apply a red-hot cinder or wire, or caustic; or, as a last resource, a pinch of gunpowder might be placed on the wound and exploded. Every effort should be made to induce perspiration

* It need hardly be said that the matter should be spat out, though as a matter of fact, snake poison, even if inadvertently swallowed, rarely produces ill effects—unless, of course, there is any sore or abrasion in the mouth.

—in short, to "sweat the poison out of the system" by giving a dose of salicylate of soda, anti-pyrin, or ammonia, The patient should be compelled to take violent exercise, and his friends should not hesitate to give him strong doses of neat alcohol. If no drug is available the scrapings of the foulest tobacco pipe obtainable, rubbed well into the wound, will sometimes be found effective.

Bite of Scorpion, Centipede, &c.—The sting of the scorpion, or even the centipede, often causes much local irritation, but the effects are seldom serious. The heroic remedies given above are unnecessary, but the pain may be relieved by sucking the wound and applying a poultice of ipecacuanha powder mixed with a little water, or washing with a solution of ammonia, or salt water or vinegar.

Mosquito, ant, or spider bites can be treated with ammonia, or vinegar. It is said that eucalyptus applied to the skin renders the traveller less liable to mosquito bites.

Sunstroke.—The treatment is continuous douching of head and shoulders with cold water. Give at once hot water enema or an emetic, or even both, and put patient to bed, with cold water compresses (which should be changed frequently) along the spine. Better still, apply an ice-bag to back of neck; but ice is rarely obtainable in the Near East. If the exhaustion cause the sufferer to faint, the treatment is the same as that for an ordinary fainting fit.

Surgery, Rough and Ready.—*Broken Leg.* This should be bound firmly to the sound leg, and an improvised splint tied on the outer side. The patient must, of course, be carried to the nearest house or camp. A hammock can be improvised by running a stick through the sleeves of a

great-coat or ulster, and in carrying the bearers should "break step" to lessen the jolting.*

Bruises. The treatment is similar to that for sprains.

Cuts. Cleanse with an antiseptic solution, such as boracic acid, and then bring the edges together with strips of plaster, taking care to leave intervals to allow of any discharge. If the cut is extensive, sewing will be required; but this demands considerable skill, and the untrained had better not attempt it.

Sprains. Bandage the part with a cloth that has been dipped in cold water, and keep the bandage cool by frequently pouring cold water over it. The homely remedy of holding the sprained part under the cold water tap is not, of course, possible when the traveller is on a camping tour.†

Thermometer, Clinical.—A Kew registered one essential, but the rapid "one minute" ones should not be implicitly believed in. Always better to allow at least three minutes.

Water (see FILTERS in HINTS TO EXPLORERS and also PALESTINE Section).

Weights and Measures.

Solid.		*Liquid.*	
15½ grains	= 1 gramme.	1 minim	= 1 drop.
60 ,,	= 1 drachm.	60 minims	= 1 drachm.
437 ,,	= 1 oz.	8 drachms	= 1 oz.
A kilogramme (nearly)	= 2 lb. 3 oz.	20 oz.	= 1 pint.

* I have known a case in New Zealand in which a man, when prospecting alone, broke his leg, and managed, by resting the broken limb on the sound one, and *crawling on his back head foremost*, to proceed nearly two miles before he was picked up.

† The latest medical theory advocates fomentation with water as hot as it can be borne—a treatment the very reverse of the time-honoured cold-water cure!

A teaspoonful is approximately equal to 1 fluid drachm.
A dessertspoonful ,, ,, ,, 2 ,, drachms.
A tablespoonful ,, ,, ,, ½ oz.
Four tablespoonfuls are equal to 1 wineglassful.
A tumblerful is approximately equal to half a pint.
A litre ,, ,, ,, ,, 1¾ pint.

It is useful to remember the following comparative weights and measures:—A penny weighs ⅓ oz., or 10 grammes; a halfpenny, 1-5th oz.; and the two together are rather more than ½ oz. A French centime or cent. weighs a gramme; its diameter equals a centimètre; and 100 cents. in a row equal a mètre. 1 centimètre = 10 millimètres = 4-10ths of an inch; or 2½ centimètres = 1 inch. An inch is the diameter of a halfpenny, so that 12 halfpennies (or 10 pennies) in a row equal 1 foot.

Part IV.—MOROCCO, ALGERIA, & TUNISIA.

I.—MOROCCO.

The Land of the Moors is a particularly congenial field for sportsmen and artists. The sportsman, provided he travel a day's journey or so beyond Tangier the "European capital of Morocco," will find small game plentiful, while shooting is practically free. The artist finds Morocco exceedingly rich in Oriental colour and atmosphere, and even Tangier itself, in spite of its having become a tolerably frequented winter resort, is in some respects more Eastern in character than Algiers or Tunis. Indeed, as few modern writers on the country can forbear mentioning, Tangier is in most respects even more Eastern than the East.

Routes.—Morocco is now easily reached in five or six days from London *viâ* Gibraltar, and the Indian and Australian Liners, which for the most part call at Gibraltar, offer a wide choice of service to that port at £9 or £10 (second class £5 to £6). By the overland route *viâ* Madrid, Bobadilla and Algeciras, Tangier is reached within five days. Fare from London to Gibraltar, £13 1s. 0d. first, and £9 8s. 3d. second.

From Gibraltar the Straits are crossed in about four hours by small steamers leaving almost daily. Fare (first-class) 8s., return 12s.

Many will prefer the sea-route by the comfortable and well-equipped steamers of the Forwood Line.

The steamers of this company leave London weekly. Fare to Tangier, £9 first-class. Fare for the round voyage (twenty-five days), £21. This trip serves as a capital

and remarkably cheap winter holiday for the jaded Londoner, but very little time is spent at any one of the half-dozen Morocco ports called at.

Tourists, however, who wish to see something of the country can still avail themselves of this cheap service, as by a special arrangement a return ticket to any port of call (available for six months) can be obtained for £26 5s. 0d., the voyage being broken at any port. Time, usually about eight days from London to Tangier, from Tangier to Mogador five days.

Books of Reference.—For consultation before the journey the one indispensable authority (though too bulky to be carried with the tourist) is Mr. Budgett Meakin's "Land of the Moors"—a veritable encyclopædia—full of first-hand information of the most recent date. Indeed, Budgett Meakin is to Morocco what Lane is to Egypt.

Other books that might profitably be read previous to the journey are: De Amicis, "Morocco; its People and Places"; S. Bonsal, "Morocco as it is"; Cunninghame-Graham, "A Journey in Morocco"; G. Montbard, "Among the Moors."

Guide Books.—No English guide book deals separately with Morocco, but Tangier is briefly described in the following:—The Western Mediterranean, 9s. net, Macmillan, 1901. O'Shea's Spain, 7s. 6d. net, Black, 1902. Murray's Spain, 20s., Stanford, 1898. Murray's Mediterranean Islands, 21s., Stanford, 1892. Baedeker's Spain, 16s., Dulau, 1898. Reynolds-Ball's Mediterranean Winter Resorts, Vol. II., 3s. 6d. Kegan Paul, 1899. New edition (5th) in the press.

Camping Tours.—A tour in the interior, if undertaken independently and not through a tourist agent, is a more serious undertaking than one in Palestine or Syria, for instance. Indeed, the tour to Fez or Marakesh (Morocco

City) might almost be regarded as exploration in comparison with the hackneyed camping tours from Jerusalem to Damascus or Beirût. A wise traveller, when contemplating a distant excursion, will insist upon a short preliminary camping tour to Tetuan and Ceuta (three days altogether) to test the horses and camp equipment. This will almost certainly be objected to by the dragoman or conductor, but the traveller should nevertheless insist upon it. Besides, the excursion itself is full of interest, and Tetuan is perhaps the most beautifully situated town in this part of Morocco. It is also a great trading centre, and certain leather articles of camp outfit can be bought more cheaply here than at Tangier. As this tour should be considered as mainly an experimental one, the traveller should camp outside the town, though there is a tolerable Spanish hotel at Tetuan.

The personnel of an ordinary camping party is very numerous. For instance, for a party of four or five travellers, ten or twelve camp servants, grooms, &c., will be required, and three soldiers as escort, while the transport will consist of some thirty horses, mules, and donkeys. The horses are frequently sluggish, and spurs are a necessary part of the traveller's outfit.

Camping under Messrs. Cook's Arrangements.—For long excursions into the country it would be decidedly rash for a traveller who has not already travelled in the interior, who knows no Arabic and has had no experience of Oriental customs and knowledge of dragomans and their ways, to undertake the tour on his own responsibility. He would be too dependent on his dragoman, and would be cheated and "had" in various ways. But there is no doubt that independent touring is cheaper for thoroughly experienced travellers, though not so comfortable.

It must be admitted that these tours, though more costly, are scarcely so luxurious as those under the same

auspices in Palestine, where camping out has been reduced almost to an exact science ; for the control of the tours is necessarily left in local hands. It is well to insist on sufficient camp equipment being provided, as the conductor is sometimes apt to aim at the irreducible minimum in the matter of transport.

For the long journeys to Mequinez, Fez, and Marakesh, Messrs. Cook's itineraries are well planned. The most interesting of these camping tours are Nos. 7 and 8. The former tour, lasting thirty days, includes one day at Mequinez, two days at Fez, and two days at Tetuan. Tour No. 8 is more exploration than touring. It lasts from sixty to seventy days, and is hardly suitable for ladies. The towns visited include Alcazar, the "holy city" of Wazan (the Western Mecca), Fez, Mequinez, Rabat, and Marakesh, returning *viâ* Mogador, Saffi, and the western coast towns.

In the case of one person travelling alone, dining and sleeping tent are combined, but kitchen tent, baggage animals, riding mules or horses, and full camp equipment, are provided. Full board is included in the charge. For two persons or more a full camp will be supplied with all comforts, including separate dining and sleeping tents, and baggage mules. Inclusive fare for Tour No. 8 (70 days) for four persons, £448.

It would be an improvement if Messrs. Cook printed a list of articles to show travellers what would be provided in the camp. Ladies will find that mules are the most comfortable for long journeys, though compared with horses they will be found monotonous, the walk and ambling trot being their only paces.

Mules.—The usual payment for mule drivers, &c., is 1 peseta a day, and the same amount for food. Hire of

mules would be 2½ pesetas a day. A mule should not be expected to carry more than a couple of hundredweight.

Voyage and Camping Out Tour combined.—Fully one-third the expense, and nearly a month in time, can be saved by going by sea (see Routes) from Tangier to Mogador and returning overland. Most travellers, however, unless keen sportsmen, or thoroughly imbued with the nomadic instinct, would find two months' continuous camping insufferably tedious.

Climate.—Tangier has a mild and equable climate. Mogador also equable, but less sedative. In the interior great extremes of temperature are found. There is much dissimilarity between the climate of the coast towns (Tangier, Mogador, &c.) and that of the interior. October and November are the rainy season, and March and April the best months for travelling.

Curios.—Tetuan and Mogador are the best places for genuine curios and native wares.

Customs.—A judicious use of baksheesh will much assist the passing of ordinary luggage; sporting guns, shot, cartridges, are admitted without question, but to pass a rifle the intervention of the traveller's Consul may be necessary.

Diet.—The national dish is *kouskous*, a kind of stew somewhat similar to the Piedmontese dish, *risotto*; only, in the latter, rice is the chief ingredient. Its basis is a kind of semolina wheat—"Hovis" bread is made from the same kind of wheat. The wheat is steamed and dried in the sun, and usually served either by itself or on top of a rich stew.

Mutton is more easily obtained at the markets than beef. Fresh milk is always difficult to obtain in a country where sour is preferred.

In the interior fowls and eggs will be found the staple

articles of diet obtainable by the traveller, and in the villages few vegetables besides pumpkins, broad beans, turnips and onions are procurable.

It is said that one of the great hardships of travelling in Morocco arises from the hospitality of the inhabitants. In the interior the Kaid will often offer dishes in which rancid butter is the chief ingredient, and to decline is to risk seriously offending the host.

Distances (1). By sea--

London to Gibraltar	1330	miles
Gibraltar to Tangier	31	,,
Tangier to Casablanca	166	,,
Casablanca to Mazagan	52	,,
Mazagan to Saffi	84	,,
Saffi to Mogador	56	,,
Mogador to Las Palmas	356	,,

Dragomans.—Not advisable to depend solely on written credentials. Enquiries should be made through the Consulate or some responsible resident.

Equipment.—Best obtainable through an English resident or official, or through Messrs. Macleod and Brash, the English Stores, or the hotel proprietors.

Excursions.—From Tangier pleasant one-day's excursion to Cape Spartel; three days', Tetuan forty miles), or Ceuta (thirty miles). Track rough but quite rideable.

Week's Trip in Morocco.—The most interesting excursion occupying the inside of a week, and by which tourists would see more of the interior and native life than most English visitors spending a whole winter at Tangier, would be the following :—

First day: Tangier. Visit prison, Kasbah, Cape Spartel. Second day: Ride (horse not mule) to Tetuan. Third day: Tetuan. Visit prison, Mosques (exteriors only), Governor's

house, bazaars. Excursion to Port Marteen. Fourth day: Ride Tetuan to Ceuta (twenty-eight miles). There is a road (just rideable) made by the Spanish troops in their 1860 campaign. Passport required by Spanish authorities, which should have been *visé*d by the Spanish Minister at Tangier. Fifth day: Ceuta. Visit convict prison. Sixth day: Ride from Ceuta to Tangier.

Intercourse with Natives.—It must not be forgotten that travellers are not as a rule welcomed by the country Moors. Off the main tracks bigotry and fanaticism foster dislike of "Nazarenes," as all foreigners are termed; while in the more frequented regions the natives even think that the less they see of the foreigners the better for their pockets! This is mainly due to the fact that travellers are often furnished with letters (*mona*) from authorities to local Kaids, and, in consequence, their guides often wring provisions, on the strength of these, from the inhabitants at a nominal price; indeed, the dragomans, if allowed a free hand, will act as if these letters were actually orders for provisions and forage to be provided gratis.

In the interior money is sometimes refused, but a present (see below) is generally expected instead. This adds, of course, to the cost of transport, and makes travelling costly.

The Arabic code of ethics which obtains in polite society is rather comprehensive, but the following hints and suggestions may perhaps be of use.

The following "Don'ts" should be remembered in one's intercourse with the sheikhs: (1) Don't under any circumstances point at a man with the finger, (2) exercise yourself about the care of your servant or horse, (3) ask unnecessary questions, (4) blow out a light—it should be extinguished by passing the hand rapidly over it—or (5) ask after the host's family. (6) Another thing to be avoided is staring at a Moor when going through his devotions. This is thought highly indecent by Moham-

medans. (7) Don't hand a knife at meals. It should be placed on the floor, whence it is picked up. (8) Don't cut bread with a knife, the latter being a symbol of a destroyer of life and considered inappropriate in connection with what is reckoned the staff of life. When giving a knife, pencil, scissors, or such small gifts, it is the correct thing for the donor to offer it on the back of his hand.

Among the high-class Arabs an infringement of any of these rules is considered a mark of ill-breeding. So much for the sins of commission.

It is, however, occasionally important to gain the co-operation or good-will of the native chiefs, and a judicious use of the following phrases will go a long way towards earning their respect. When hospitality is offered, the usual formula of thanks is "*Marh'-arba ; ahla ou sahla.*" In asking for a light for a pipe, the traveller should be careful not to use the literal expression—"*djib lee ennar*" (give me a light), as the word *ennar* also signifies hell! The proper phrase is "*djib lee afiā*" (give me peace). When an inferior offers a present, the thanks should take the form of "*Allah iatik sahla*" (May God give you health).

Sneezing is thought to be worthy of congratulation and an orthodox Moor will say *Nejak Allah* (God hasten thee). Yawning, on the other hand, is thought unlucky rather than discourteous, as "the devil is supposed to be performing an unpleasant operation in yawning mouths." The yawner should promptly place the right hand to his mouth. Failing this, a bystander may place his own there, remarking, "I seek refuge with God from Satan stoned."

Language.—Chiefly Arabic and Spanish, but French and English are understood at the hotels and principal shops of Tangier. See "Introduction to the Arabic of Morocco," by J. E. B. Meakin (Kegan Paul, 1891).

The best phrase-book is one by Ben Sedira, price

3 fr., published by Jourdain, Algiers; or in the towns, "Marlborough's Spanish Self-Taught."

Money.—Spanish coins are the legal tender. Morocco coins also current consist of sebouia (ten to a dollar) and small sebouia (twenty to a dollar). English and French coins, however, are readily taken.

Mosques.—Travellers should remember that, according to the regulations of the Moorish Government, they are "required to abstain from going into assemblies of Mohammedans engaged in the observance of religious exercises." They should also never attempt to photograph or sketch a mosque. Neglect of these precautions might mean only black looks in Tetuan or Tangier, but in the interior it might cause serious friction with the fanatical inhabitants.

Notice to Consul.—For distant excursions into the interior it is necessary to take a Moorish soldier as an escort, obtainable through the British Minister or Consul. The traveller will have to pay the soldier a small sum for his services, and in addition a small gratuity is expected at the end of the engagement. The soldier is (in theory) held by the Moorish authorities responsible with his life for the safety of his charge. The traveller should not neglect to satisfy himself, through the consul, that the country is safe for travelling, and should also remember that travelling in the interior during the month's fast of Ramadan might be attended with a certain amount of risk. During any serious illness of the Sultan, too, the country is usually in an unsettled state.

Passport.—No longer necessary; but English visitors remaining over a month are expected to register themselves at the consulate, for which a fee of 2s. 6d. is charged.

Presents.—In addition to several tins of cigarettes it is well to take a tin of snuff—much appreciated by the Moors.

To offer snuff is a timely courtesy when dealing with a Kaid or village headman.

Portability is the essential to be aimed at, therefore a couple of dozen or so of cheap pocket mirrors (1d. each) would do as well as anything, and they could easily be packed in a cigarette tin. These are much valued by the Moorish women.

A small compass (which would show the recipient the direction of Mecca) would be valued. Pencils are also prized. Lady travellers would find scissors, needles, &c., acceptable presents to ladies of the harem. Speaking generally, it may be said that the most acceptable articles are not the most costly, but useful novelties, which the inhabitants could not procure for themselves.

Ramadan.—The feast which most affects the relations of English tourists with the natives is the month of Ramadan. When this falls in the hot season (see "Calendar, Mohammedan," in General Hints) foreigners should be particularly careful not to irritate the natives, whom the whole day's abstinence from food and drink renders quarrelsome and irritable, as is only natural.

Sport.—The visitor whose chief aim is sport will not be inclined to remain in Tangier for more than three or four days, as the country in the vicinity of the town has been appreciably thinned by Gibraltar sportsmen, officers on two or three days' leave, &c.

However, there is good snipe and quail shooting near Ceuta and Tetuan, and partridges abound in the interior. Near Tetuan trout-fishing is to be had, and trout are also found in some streams in the Anghera Hills, near Tangier. Except near Tangier there is no close season, and nothing is preserved except storks and monkeys, which are looked upon as sacred by the natives. Near Tangier, chiefly at the lakes of Sherf-el-Akab, twelve miles to the

south, pig-sticking can be indulged in; but in the interior the boars are shot, as the country is too rough for spearing.

Very good sport is to be obtained in the interior, and game is especially abundant in the district between Marakesh and Mogador, for which the latter place and Saffi are the best ports.

There is a close season for game around Tangier, and no game may be shot in the neighbourhood from February 1st to August 15th.

Good sea-fishing is to be had off the Atlantic coast. Bass are caught in great numbers.

All sportsmen would do well to consult Mr. E. P. Carleton, now British Consular Agent at Alcazar, who is supposed to know more about sport of all kinds in Morocco than any other Englishman domiciled in the country.

TANGIER.—PRACTICAL INFORMATION.

Banks.—Mr. Pariente; Comptoir d'Escompte.

British Consul.—H. E. White, Esq. U.S. Consul.—Hon. S. Cummere.

British Minister.—Sir Arthur Nicholson, C.M.G.

Café—French Café, next British Post Office. Numerous Moorish Cafés. Coffee, 1s., if Moorish Concert is included.

Chemists.—Morillo; Serpt.

Church Services.—St. Andrew's; 11 a.m. and 3.30 p.m. Chaplain, Rev. J. C. Hill.

Conveyances.—The tariff for boats to and from steamer is 1s., and luggage extra. There is now a wooden landing-stage and pier.

English Doctor.—Dr. P. Campbell Smith.

English Stores.—Messrs. Macleod, Brash & Co.

Guides.—4 to 5 fr. a day. Obtained at the principal hotels.

Hotels.—Villa de France, Cecil, Continental (10s. to 12s.); New York, International, Bristol, a little cheaper.

In Morocco (Tangier excepted) the best hotel is the Palm Tree House (10s.) near Mogador.

Living Expenses.—Actual necessaries are reasonable in price, and provisions (especially meat, fruit, and vegetables) remarkably cheap, as may be gauged by the following prices:—Milk 1d. a quart; eggs, six for 1d.; meat, 3d. per lb.; fowls and ducks, 4d. and 6d. each. *Weights.*—Quintal (118 lb.); rotal (1½ lb.); okeah (24 make a rotal).

Maps.—The best is the French one, published by the "Dépôt de la Guerre," Paris, price 10fr.; scale, thirty-one miles to an inch. The map in the Twentieth Century Atlas, part 26, price 6d., is reliable.

Newspaper.—Al-Moghrab El Aska ("The Far West," *i.e.*, of the Oriental World), weekly.

Postal Arrangements.—There is a Government Postal Service in the hands of the various Legations. The English Post Office is near the Marina Gate. Hours, 9 to 12, and (except Sundays) 1 to 4. Gibraltar stamps used. A mail arrives every day from Gibraltar, and letters usually take six days in transit from London. Postage, 2½d. the ½ oz. The land postal service to the towns on the coast and in the interior is fairly regular (2 or 3 days a week). Letters are carried by native runners. There is a telegraph office at Tangier; charge to England, 5d. a word. Telephone office near the Soko.

Shops.—*Coffee, Tea, and Oriental Curios.*—The Oriental Bazaar. *Photographers.*—Cavilla; Molina. *Saddle-horses.*—Saccone, Bristol Hotel. *Watchmaker.*—H. G. Cartwright.

Sights.—Tangier does not possess many lions, and after the indefatigable tourist has visited the Kasbah, the Soko (market), Prison, Palace of the Bashaw (Governor), and glanced at the exteriors—entrance strictly forbidden to Christians—of the principal mosques, he will have exhausted all the recognised sights.

II.—ALGERIA.

The capital, Algiers, is chiefly known to English tourists as an alternative winter residence to the Riviera or Egypt. There is, however, much in Algeria (which is still

little known outside the main tourist routes) to attract the traveller, whether sportsman, archæologist, or artist. Indeed as a field of travel for all those who wish an agreeable climate, and desire something less conventional than the aftermath of the London season at Cairo, Cannes, or Monte Carlo, Algeria has much to recommend it.

Algeria, from the point of view of the antiquarian, sportsman, artist, and invalid, or sun-worshipper, may be thus summed up.

For the antiquarian, Cherchell, Constantine, Batna and Tlemcen will be the most suitable headquarters, and Lambessa (the Pompeii of North Africa), only eight miles from Batna, where there is a good hotel, his chief goal.

The sportsman will eschew Algiers altogether and prefer to take up his quarters at one of the following places:—Medeah, Aumale, Bordj-Bouira (see Sporting Notes), or Biskra.

The artist will find that Kabylia, Biskra, and Constantine will be likely to afford him best material for brush or pencil. As for the mere *hivernant*, or sun-worshipper, be he invalid or rich idler, Algeria practically offers him no further choice than between Algiers and Biskra, while the visitor in search of health alone has the additional choice of Hammam R'Irha or Hammam Meskoutine.

Routes.—The direct route (56 hours from London, first-class fare £10 14s.) is *viâ* Marseilles; four steamers weekly (Monday, Wednesday, Thursday, and Saturday) by the Compagnie Générale Transatlantique; time, 26 to 28 hours. Fare, 100 frs. first-class, 70 frs. second. Then there is also a weekly service (Saturday) by the Compagnie Navigation Mixte (Touache) and also a bi-weekly service by the Transports Maritimes. Passage about 36 hours and fare 50 frs. first-class by the two latter lines.

No direct service by sea, but the steamers of the Moss

and Papayanni Companies occasionally call at Algiers, and at the beginning and end of the season some of the tourist steamers of the Hamburg-American and North German Lloyd Lines also call.

Amusements.—Public entertainments fairly plentiful—theatre, military bands, carnival, race-meetings, &c. An English Club in the fashionable suburb (Mustapha Supérieur). The usual social amusements of a French winter resort frequented by English or Americans, but the dissipations and the whirl of society which form the chief attractions of Nice or Cannes are not to be looked for at Algiers.

Bazaars.—Very good Bazaars in the Kasbah—prices moderate, but bargaining essential. Those in the Boulevard de la République and Rue Bab-a-Zoun may be avoided, as "tourist prices" are usually asked here. Besides, the articles here are lacking in individuality, and are palpably made for strangers. Connoisseurs, for instance, would not be tempted to buy such curiosities as Moorish haïks (made at Nîmes), burnouses (manufactured at Manchester), rugs, curtains, ostriches' eggs mounted in silver, Damascene tables, Arabic daggers and muskets, &c., which can be bought cheaper any day in Regent Street or the Avenue de l'Opéra. A little search will, however, reveal quaint objects that too rarely find their way into the London or Paris markets, either because they are too cheap, or because they are too bulky, and at the same time too fragile, to be worth the risk of transporting for commercial purposes.

Bathing.—Good and safe, as there are no strong currents in this sheltered bay. The best bathing place is just below the Artillery Barracks (open from May to October). Those bathing off rocks should be on their guard against cuttle-fish, which are occasionally encountered. Fortunately,

the breed is small, and not so dangerous as the kind sometimes to be met with in the Channel Islands.

Boating.—There is good boating and sailing. The sailing-boats are broad in the beam, carry a good deal of sail (felucca rig), and are good sea-boats. The charge is 2 frs. an hour, or 15 frs. for the day, The boatman (always an Arab) will ask 20 frs., but I have known them to take 10 frs.; the boats can also be hired by the week or month. It must be remembered that the coast is extremely rocky and dangerous, and there are few places where landing is practicable in bad weather. Excellent sea fishing is to be had.

Books of Reference.—

Algérie et Tunisie. Joanne. 12 frs. Hachette. 1900.
Murray's Handbook for Algeria. 10s. Stanford. 1895.
Practical Guide to Algiers. G. W. Harris. 3s. 6d. Philip.
Illustrated Guide to Algiers. J.C.Hyam. 10 frs. 8, Bd. de la République, Algiers. 1902. [1889.
Algerian Hints for Tourists. C. E. Flower. 2s. Stanford.
Mediterranean Winter Resorts. Vol. II. E. A. Reynolds-Ball. (See Books of Reference, in Morocco Section.)
French Self-Taught. 1s. Capt. C. A. Thimm. Marlborough.
Spanish Self-Taught. 1s. do do.

Below are some recently published works of Algerian travel, including a few standard works :—

Bridgman, F. A. "A Winter in Algeria." Harper.
Broughton, Mrs. "My Last Winter in Algeria."
Buckley, E. "Mountain Life in Algeria."
Evans, Mrs. "Algeria as it is."
Knox, E. A. "The New Playground."
Seguin, Miss. "Walks round Algiers." 6s. Chatto.
Workman, F. B. "Algerian Memories; a Bicycle Tour over the Atlas Mountains." Unwin.
Wilkin Anthony. "Among the Berbers of Algeria." Illus. 16s. Unwin. 1900.

Climate.—That of Algiers and the coast mild but tonic. Not such extremes of temperature as are to be found in Egypt, as the rainfall is much greater. But this description applies to the coast only. The inland Sahara climate, that of Biskra, for instance, more resembles that of Egypt. Algiers itself is warmer than the Riviera, though several degrees colder than Egypt, and not quite so mild as Tangier, Malta, or Madeira. Its mean average temperature from November to April is 57° Fahr., and ranges from 54° in January to about 65° towards the end of April. The climate is decidedly equable, the temperature varying little during the day, and there is not that sudden chill at sunset which is so much dreaded in the Riviera winter stations. There is, of course, a fall of temperature at sunset, but it is comparatively slight. With regard to the rainfall, visitors may expect from forty to fifty rainy days during the six months of the winter season; in fact, practically all the rain of the year falls during this period.

Cycling.—The trunk roads are adapted for cycling. The Transatlantic S. S. Co. charge 5 fr. for carriage from Marseilles to Algiers or Tunis. Duty, 2 frs. 50c. per kilo. (refunded on leaving), but members of the C. T. C. are excused payment of the duty.

Excursions.—(1) *Mustapha Supérieur, El Biar, and Kouba.* (7 miles; omnibus). At Mustapha, the Governor's Summer Palace, Museum and Château d'Hydra. At El Biar magnificent views of the Mitidja and the mountains of Kabylia. At Birkhadem (six miles from Algiers) a fine Moorish fountain. At Kouba a bronze statue of General Marguerite (a native of Kouba), who fell at Sedan. Return by the lower road, visiting the Jardin d'Essai (Botanical Gardens), the Moorish Cemetery, and the Grotto of Cervantes.

(2) *Bouzarea and Frais Vallon* (omnibus). On the way visit Notre Dame d'Afrique. Its chief curiosity is a statue

of a black Virgin over the altar. Return by the picturesque gorge of the Frais Vallon. At Bouzarea, Arab village.

(3) *La Femme Sauvage and Birmandreis.* An afternoon drive (omnibus). Return by Colonne Voirol and Mustapha Supérieur.

(4) *Monastery of La Trappe* (10½ miles; omnibus). Visit Cap Caxine Lighthouse and Guyotville (curious dolmens and some prehistoric remains) on the way. Monastery open to male visitors from 10.30 to 3. Chief curiosities are the chapel, cemetery, refectory, orangery, and the desk on which Hussein Dey signed his abdication.

(5) *Forest of El-Arba* (19 miles.) Can now be reached by electric tram.

(6) *Boufarik* (24 miles; rail). Every Monday great native market. Statue of Sergeant Blandan.

(7) *Blidah and Gorge de la Chiffa* (rail). At Blidah the famous orange groves and the Government Stud Farm. The trip from Algiers to the Gorge de la Chiffa (omitting Blidah) can now be done comfortably in one day, as the new railway to Medeah has a station (Sidi Madani) two miles from the Gorge. Wild monkeys (tailless, like those of Gibraltar) still to be seen occasionally early in the mornings in the gardens of the Ruisseau des Singes Inn.

(7) *Medeah* (63 miles; rail). Interesting mountain town and military post, strikingly situated at an altitude of 3,000 feet. The railway from Blidah enables visitors to return to Algiers the same day. The excursion can, however, be combined with that to Blidah and the Gorge de la Chiffa, if two days are allowed. Pedestrians should walk through the Chiffa Pass to Medeah (about twelve miles from the Ruisseau des Singes).

The above excursions can each be managed in one day.

(8) *Tombeau de la Chrétienne* (2 days). Really a colossal mausoleum of the Mauritanian sovereigns—Juba II. and his wife (daughter of Cleopatra)—a conspicuous landmark

from Algiers. It is a huge truncated cone, about 100 feet high, with a circular base about 600 feet in circumference. There is a magnificent view from the summit. The excursion can be managed in one day by taking the train to El-Affroun, and steam-tram to Marengo. From Marengo to the Tombeau 9 miles (carriage 10 to 12 frs.).

(9) *Tipasa* (2 days). Now reached by rail to El-Affroun, steam tram to Marengo, omnibus to Tipasa (8 miles). Magnificent ruins. Indeed, Roman remains are more plentifully scattered about this district than in any other part of Algeria. Tipasa can also be reached from Cherchell (weekly steamers from Algiers) by omnibus (13 miles).

(10) *Miliana* (85 miles; 2 days). Fine view from Zaccar Mountain (5,000 ft.), about 2,000 ft. above the town. Rail to Affréville, then omnibus (5 miles).

(11) *Cedar Forest of Teniet-el-Had* (120 miles). Algiers to Affréville (75 miles) by rail, thence by diligence to Teniet-el-Had (37 miles) and horse or mule to the Forest (9 miles), but the diligence is not recommended to visitors, as it is usually monopolised by natives. The charge for a carriage and pair from Affréville or Miliana to the Forest (same if the party consisted of two or four) would amount to about 120 frs. For all long excursions, however, there is no fixed tariff, and there is plenty of scope for the bargaining powers of the visitor. The forest (9,000 acres) is about 5,000 ft. above the sea, so travellers must be prepared for cold. Four days should be allowed for this excursion.

(12) *Fort National* (2 days). This trip takes the traveller to the heart of Grande Kabylia, the Switzerland of Algeria. Railway to Tizi-Ouzou (60 miles), then by diligence to Fort National (17 miles). Excellent military road made in 17 days by 30,000 soldiers.

(13) *Week's Tour in Grande Kabylia.* First day: Algiers to Fort National. Second day: Fort National and (see above) the principal villages of the Beni-Zenni

tribe, famous for Kabyle jewellery. Third and fourth days: Excursion to Azagza and Lacouren (60 miles). Fifth day: Excursion to Michelet (19 miles, by diligence). Sixth day: Michelet to Akbou, *viâ* the Col de Chellata (20 miles, by mule track, guide necessary). Seventh day: Akbou to Algiers (121 miles, by rail).

Cost for three persons (first-class rail) and guide, with mules or horses and drivers, about 500 to 600 frs.

The maps numbered 25, 24, and 26 in the Ministry of War maps (see below) should be taken.

(14) *The Chabet Pass.* This is the grandest pass in the whole of North Africa. It is nearly 5 miles long, walled in by precipices several thousand feet high. First day: Rail from Algiers to Setif. Diligence to Kerrata (34 miles), the entrance to the pass (fairly good hotel). Second day should be spent exploring the pass. Third day: Diligence to Bougie (36 miles), thence rail to Algiers. This tour comprises the finest mountain scenery in North Africa.

Language.—French and Arabic in Algeria, but those travelling in the interior must not count upon French being understood by the Arabs. English is spoken at the principal hotels and shops. Of other languages, Spanish is the most used.

Map.—The Depôt de la Guerre have recently issued a new map of Algeria. It is the most complete and elaborate ever yet published. The scale is 1½ in. to the mile, and it consists of 273 sheets at 1 fr. each.

Money.—As in France; but the notes (20, 50, 100, 500 and 1,000 frs.) of the Bank of Algeria are subject to a considerable discount outside Algeria.

Postal Arrangements.—A mail arrives at Algiers and leaves for the Continent nearly every day. The inland and foreign rates are the same as in France. Principal Post and Telegraph Office, Bd. Carnot (Poste Restante). Parcels

under 3 lb., 1s. 9d.; between 3 lb. and 7 lb., 2s. 2d.; between 7 lb. and 11 lb. (limit), 2s. 7d. But this service is only undertaken by the steamship companies, not by the Post Office, so all parcels must be sent direct to the offices of the respective companies.

The principal Telegraph Office is open day and night. Rates per word are: to any part of Algeria or Tunis, 5 c. (minimum cost 1 fr.); to England, 25c. A telegram can be sent to England at the same rate as to France, plus 1 fr., if sent by wire to Calais, and thence to its destination by post. From England to Algeria this regulation is not, however, in force. All telegrams should be written in French.

Sights, Principal.—Kasbah and citadel, Admiralty and Mosques, Government Palaces (Summer and Winter), Public Library and Museum (Mustapha), Cathedral, Archbishop's Palace, Theatre, Château Hydra (private villa), Jardin d'Essai (Botanical Gardens), Notre Dame d'Afrique, Military Hospital, Jardin Marengo.

Sport.—There is no shooting worth the name near Algiers, though Hammam R'Irha, Medeah or Miliana may afford a little jackal shooting. The best centre for big game reasonably accessible from Algiers is El Kantara, on the Algiers-Constantine line. Comfortable hotel at 10 frs. a day. Gazelle and Barbary sheep (moufflon). Close season from February 6th. These are either stalked or ridden down. Landlord of hotel (Bertrand) provides a horse, guide, beaters, dogs, for 20 frs. a day. Usual gratuity to beaters, 5 frs. each gazelle, and 3 frs. each moufflon killed. Quail and woodcock are plentiful (close season from end of April).

Hammam Icilma (comfortable hotel, 8 frs.), near Mostaganem, is another good sporting centre.

A *permis de chasse* (shooting license) costs 28 frs., and is obtainable at the Prefecture.

III.—TUNISIA.

Tunisia has been since 1882 a French Protectorate in theory, though practically it is as much a French Dependency as India is an integral portion of the British Empire. Indeed, Tunis is far less independent of French than Egypt is of English control, for while the latter is nominally autonomous (though, of course, its existence as a sovereign State practically depends on the will of Great Britain and the Great Powers), since the accession of Mohammed Ali in June, 1902, the French Government seems to have taken the last shred of nominal sovereignty from the present Bey, as it has taken over the administration of his Civil List and private estates, in addition to the State revenues.

It is a country that should attract artists, being far more Oriental in character than Gallicised Algiers, though its situation is not so striking or picturesque as that of the City of the Deys.

Sportsmen, too, would find this country a good field for their activities, though they must be prepared for many harassing restrictions on the part of the French authorities.

Routes.—The quickest is by the steamers of the French Transatlantic Company, from Marseilles. Two direct services a week, on Monday and Friday; time about 36 hours. Then there is a cheaper, but slower, fortnightly service (occasionally weekly) from Marseilles, *viâ* Bizerta, of the Compagnie Navigation Mixte (Compagnie Touache).

From Algiers the Compagnie Transatlantique have a weekly service, while there are various passenger services from Genoa, Naples, and Malta. Tunis is also reached overland by rail from Algiers, but the journey takes the best part of two days, as there is no through train. The only direct passenger service by sea from England is that of the Prince Line, which calls fortnightly.

Books of Reference.

Murray's Algeria (see Algiers).
Travels in the Footsteps of Bruce. Sir R. L. Playfair.
Algérie et Tunisie. L. Piesse (see Algiers).
Tunis, Past and Present. A. M. Broadley.
Tunisia. Herbert Vivian. 10s. Pearson. 1901.
Tunis. De Hesse Wartegg.
The Western Mediterranean. 9s. net. Macmillan. 1901.
French Self-Taught. 1s. Marlborough.
Italian Self-Taught. 1s. do.

Carthage and its ruins have a whole library of archæological works. Of these the best English work is "Carthage and her Remains," by Dr. W. Davis, which gives a full and accurate account of recent explorations.

Climate.—The climate of Tunis resembles that of Algiers, except that the desert influence is more felt, and consequently the uniformity is less. The best months for visitors are March, April, and May, while a good deal of rain falls in January.

Cycling.—Tunis is not, like Algeria (which has splendid high roads), a good cycling country, but it is possible to cycle to La Marsa, Carthage, Bizerta, and Zaghouan, and even from Susa to Kairouan. Bicycles can be hired at Tunis. They are called by the natives "chariots of the winds."

Excursions. (1) *Marsa* (Bey's Palace) should be omitted by hurried tourists or included in Carthage excursions.

(2) *Carthage.* (Ruins, Museum, Cathedral, Chapel of Seminary of the Pères Blancs.) Reached by rail in 40 minutes. First-class return, 2 frs. 50 c. By carriage from Tunis the charge for whole day is 15 frs.

(3) *Bizerta* (60 miles). Since the railway from Tunis was completed (1895) the excursion can be easily managed in one day. The Lake of Bizerta is almost completely

land-locked, and affords perfect anchorage for the whole French navy, and has been connected with the Mediterranean by a canal deep enough to admit the largest French battle-ship.

(4) *Zaghouan* (38 miles; rail, 3½ hours. First-class, 3 frs. 50 c. Hotel de France tolerable). An oasis-city (marked Zarouan in most maps) mainly peopled by descendants of Moors driven from Granada, surrounded by groves of olives and palms, at the foot of the Zaghouan Mountains (4,500 ft.). Some Roman remains *(Nypheum)*, including the aqueduct which carried water from the wells here to Carthage.

(5) *Kairouan.* After Carthage the most interesting excursion from Tunis. Reached *viâ* Susa (Sousse) to which there is now a railway. Time, 6 hours. First-class fare, 16 frs. A steam tram (called in guide-books a railway) has recently been laid down from Susa to Kairouan (Hotel de France). The excursion there and back can now be done in two days from Tunis. "Kairouan the Holy" is the Mecca of North Africa, its mosque formerly holding the same position in Africa as that of Cordova did in Western Europe. Now, strange to say, it is the only place in Tunisia where the mosques can be entered by Christians.

Fortnight's Tour in the Interior.—Travel in the interior of Tunis is not encouraged by the authorities, and it is in any case always advisable to get a letter of recommendation from the Minister of War or General-in-command, to officers at outlying frontier posts, to use in case of need. A passport is essential.

There are good opportunities for sport, and game is plentiful in the interior.

The outline of a fortnight's tour, which would only involve a week's camping, is as follows:—From Tunis to Susa by rail (with a day's excursion from that port to

Kairouan). Then from Susa to Sfax and Gabes by local steamer (Florio Rubattino), and then a week's camping tour from Gabes to Gafsa and Tebessa (magnificent Roman ruins), a distance of 210 miles. There is now a railway from Tebessa to Souk-Ahras, where it joins the main line from Algiers to Tunis. The distance is 80 miles, the time 6 hours, and the first-class fare 14 frs. 35 c. The route followed from Gabes to Tebessa is a caravan route, and it has been surveyed for a railway. Only native provisions are obtainable along the route, so that, unless the traveller likes Tunisian dishes, he should be prepared to be quite independent of native bazaars, and take full supplies with him. The chief national dish all over North Africa is the *kous-kous* (see MOROCCO). Other native dishes are, *shek-shaha*, a mixture of all kinds of vegetables with spices and oil; *meltsus*, pounded barley cooked with honey or milk; and *kaadid*, meat preserved in oil. The bread is generally made of semolina (the chief ingredient of *kous-kous*), and, as it is made without yeast, it is rather heavy and indigestible. Indeed, as Mr. Herbert Vivian remarks, Arab cooking is an extraordinary mixture of sweets, savouries, and oil.

Hotels.—In the interior, hotels are practically non-existent. They are merely rest-houses or cafés, but at coast towns tolerable inns are kept by Levantines. The best are: Grand, Splendid (somewhat expensive) at Kairouan; Hôtel de France at Susa; Hôtel des Voyageurs at Gabes; Hôtel de Métropole at Tebessa. The average pension terms are 8 to 9 frs. a day.

Fondouks (caravanserai) offer the only sleeping-places in the desert. They are infested with vermin. A native precaution against fleas is to place an oil night-light under the bed, a somewhat dangerous practice.

Photographs.—As is well known, all Mohammedans dislike being photographed. "The kodak-laden tourist,"

says Mr. Herbert Vivian, "is of course in blissful ignorance that the muttered "Inalah Allah elmus-awirin" means "Allah curse those who take portraits."

Water.—All drinking water should be boiled. It is a curious fact, that Arabs all over North Africa drink stagnant water in preference to fresh or running water. Therefore travellers should be chary of accepting water from them.

TUNIS.—PRACTICAL INFORMATION.

AMUSEMENTS.—Theatre in Summer only. Arab Cafés Chantants genuine ones only in the native city. At the well-known Café Arabe in the Rue de l'Eglise (entrance 1 fr.), the dancers are in native dress.

BANKS.—Tunisie, Cie. Algérienne, Crédit Foncier.

BATHS.—Rue d'Allemagne. Turkish bath, 2½ frs., with small fee to attendant. Best native baths are the Hammam Dar Djild, Rue de la Municipalité; 1½ frs., and small fee.

CAFÉS.—France and Brasserie de la France, Place des Consuls; Bourse (Café Chantant), Paris.

CONVEYANCES.—*Cabs* (one horse). Course, 1 fr.; hour, 1 fr. 80 c. (outside town, 2 frs. 40 c.); day, 15 frs. (two horses, 20 frs.). Saddle-horses, afternoon, 3 to 5 frs.; day, 9 frs.

Trams. (1) Av. de la Marine to Custom House, 10 c. (2) To Kasbah, 5 c. (3) Round the city, Custom House to Kasbah, *viâ* Av. de la Marine, Rue des Maltais, Rue Bab-es-Souika, 30 c.; Belvedere, 15 c.

Local Railways. To the Bardo, Marsa, Hammam Lif (sea baths), Bizerta and Goletta. The latter railway is not much used by tourists since the Lac de Tunis has been canalised, as the steamers now disembark passengers at Tunis instead of Goletta. Landing Tax, 4 frs. first, and 3 frs. second class. Porters on quay are entitled to 15 c. for each package carried to the cab, but they will ask at least double.

There are also railways to Susa (Sousse) and Zaghouan.

Local Steamers. Tunis to La Goulette, 30 c.; return, 50 c.

GUIDES.—Advisable to engage only those recommended by Consul or banker. Fee from 5 frs. a day.

HOTELS.—Hôtel de Paris, from 10 frs.; Grand, Rue El Djezira, a good but expensive modern hotel, charging 13 frs. a day. Both send omnibus to station (50 c.).

MONEY.—Since 1892 French coinage adopted, and piastres (60 c.) abolished. The value on one side is in French, and on the other in Arabic characters.

OFFICIAL, &c.—

French Resident-General. Monsieur Millet.
H.B.M. Consul-General. E. J. L. Berkeley, Esq., C.B.
U.S. Consul. St. Leger Touhay, Esq.
English Church, near Hôtel de Paris. Chaplain, Rev. C. F. Flad.
Doctor. Dr. A. Kunitz, 29, Rue de la Commission.
English Dentist. Mr. Waddington.

POST AND TELEGRAPH OFFICE.—Rue d'Italie. For rates see Algiers. Telegrams to United Kingdom, 2½d. a word. Parcels up to 3 lb., 2s. 3d. Between 3 and 7 lb., 2s. 8d.; between 7 and 11 lb. (limit) 2s. 9d. Parcels are despatched through steamship companies only (see Algiers). Letters arrive in about three days from London.

RESTAURANTS.—Nouvelle Tunisie; Genève; Gare.

SHOPS.—*Booksellers.*—Demollys, Av. de France; Vonner, Rue d'Espagne. *Chemists.*—Chabert, 3, Av. de Paris; Gagliardo, Av. de France. *Curios.*—Ahmed Djamal, 11, Rue des Parfums. *Cutler.*—L. Thier, 31, Rue El Djezira. *Gunsmith.*—Boury, 25, Rue El Djezira. *Hatter.*—Disegni, 4, Av. de France. *Money-changers.*—Most in the Place de la Bourse. *Photographers.*—Garrigues, 9, Av. de France (Kodak Agency), Albert F. Soler. *Saddler.*—A. Martin, Rue El Djezira.

SIGHTS, PRINCIPAL.—Kasbah (fine view-point), Bazaars, Dar-el-Bey (Bey's town palace), Mosques (exteriors only), Residency, Bab-el-Bahr (now called Porte de France), Bardo (National Museum).

TOURIST AGENTS.—T. Cook & Son, Crédit Foncier.

Part V.—EGYPT AND THE NILE.

Cairo and the Nile are, no doubt, primarily for the rich idler and the invalid, and as ordinary winter resorts are perhaps amongst the most expensive of those much frequented by English people. But though Egypt is an expensive residence for the ordinary tourist, yet those who are prepared to forswear Cairo and the fashionable Nile resorts, such as Luxor or Assouan, and who are willing to "rough it" to some extent, will not find the cost of living and travel unreasonable. Indeed, few places within a week of London offer such excellent opportunities for mixed shooting at so moderate an outlay, supposing, of course, the visitor is prepared to scorn the delights of a fashionable Cairo hotel. Provided he speaks a little Arabic, and does not mind rough but homely accommodation in the inns of the Delta towns and villages, he will probably get as much shooting as he cares for at a total expenditure daily of not more than he would pay for board at a cheap Riviera *pension*. Then, apart from its sporting facilities, the holiday-maker or pleasure-seeker, who, equally with the "intelligent tourist" and sportsman, rather objects to a winter aftermath of the London season, will find plenty of resources in sightseeing and excursions, and in inspecting the innumerable antiquities of the land of the Pharoahs.

Routes.—I. *By Sea.* (*a*) From London: Weekly service of P. & O.; fortnightly service of the Orient Line and British India. (*b*) From Liverpool: Anchor, Bibby, City, Hall, Henderson, Moss Lines, &c. (*c*) From Manchester: Prince Line. (*b*) From Southampton: Norddeutscher Lloyd.

II. *By Land.* (*a*) *Viâ* Marseilles, by P. & O., Orient, and Bibby Lines. For Alexandria direct: Messageries

Maritimes, and Khedivial. (*b*) *Viâ* Brindisi: The mail route, expensive but very quick, by the P. & O. mail steamers. Steamers of the Austrian Lloyd and Navigazione Generale Italiane (Florio Rubattino), for Alexandria, are also available. (*c*) *Viâ* Venice: Navigazione Generale Italiana and Austrian Lloyd for Alexandria. The P. & O. service has been discontinued. (*d*) *Viâ* Genoa: Norddeutscher Lloyd (Naples and Port Said) and Navigazione Generale Italiana (Naples and Alexandria). (*e*) *Viâ* Naples: Orient mail steamers and Navigazione Generale Italiana (Alexandria direct).

ALEXANDRIA.—PRACTICAL INFORMATION.

BANKS.—Thomas Cook & Son.
CIGARETTE MANUFACTURERS & EXPORTERS.–E. D. Protopapas & Co.
DRAPERS & OUTFITTERS.—Davies, Bryan & Co. (also at Cairo).
HOTELS.—Carlton Hotel, Bulkeley-Ramleh (near Alexandria); Windsor Hotel, Averoff Street.
NEWSPAPER.—The Egyptian Gazette.
RESTAURANT.—Windsor Hotel.
SUPPLY STORES.—Walker & Meimarachi, Ltd.
TOURIST AGENTS.—Thomas Cook & Son; Henry Gaze & Sons.

Books of Reference (see BOOKS FOR THE NILE).

Climate.—Many volumes have been written by meteorologists and medical experts on the climatology of Egypt, but its chief characteristics can be summed up in a few words: a remarkably pure and salubrious atmosphere, almost continuous sunshine, rainlessness—the rainfall of the Upper Nile Valley is practically *nil*—and genial warmth (which, owing to the lack of moisture, is not oppressive); but, to counterbalance these good points, a decided lack of equability. The great difference between day and night and sun and shade temperatures is, no doubt, a very serious drawback. This want of uniformity is, however, inevitable

in all countries where a high temperature and immunity from rain are combined. In short, it is a meteorological axiom that equability cannot exist with a very dry atmosphere and a high temperature. An ideal climate would, indeed, combine the equability and softness of Madeira, the warmth and dryness of Assouan, and the absolutely pure Saharan atmosphere of Biskra in Algeria.

Cycling.—As a means of locomotion, cycling is fairly popular, and there are excellent roads to the Ghezireh Palace, Pyramids, and Heliopolis. Bicycling in Cairo itself is not enjoyable, owing to the crowded state of the streets and the apathy of the natives, who take no notice of the bell or the shouting of the rider. It must be remembered that the rule of the road is the same as that of most Continental countries, and the reverse of the English rule. There is a cycling club at Cairo, and bicycles can be hired at Messrs. Moring's and at Baiocchi's, the well-known gunsmiths.

Language.—English, French, and Italian are understood in the principal hotels and shops of Cairo. The donkey-boys, too, can generally add a fair smattering of English to their other accomplishments. Tourists and sportsmen bound for the Upper Nile and the Soudan are recommended to learn a few ordinary phrases in Arabic, or they will be absolutely dependent on their dragomans. The most reliable and up-to-date phrase-book is "Egyptian (Arabic) Self-Taught" (E. Marlborough & Co., price 2s., or in cloth 2s. 6d.), which is on sale at Cook's and Gaze's offices.

Money.—English and French money is usually accepted at the principal hotels and shops, but the legal currency is confined to Egyptian coins. The unit is the piastre (10 milliemes) worth 2½d., and 100 piastres are equal to one Egyptian sovereign; but in official accounts only Egyptian sovereigns and milliemes are reckoned, piastres being ignored. An English sovereign is usually reckoned as 97½

piastres, and the usual rate of exchange for a French louis is 76½ to 77 piastres. The Egyptian coins most in use are 10, 5, 2, and 1 piastre in silver, and 1, 2, and 5 milliemes in nickel; and there are also copper coins of ¼ and ½ millieme (usually obtainable only at the money-changers), which will be found useful in dealing with the innumerable beggars of Cairo. English sovereigns are universally accepted at the rate of 25 frs., but francs are sometimes refused.

Passports.—Not required by law, but travellers are advised to carry them. All foreigners making a long stay should register themselves at their respective Consulates.

Postal Arrangements in Cairo.—The principal Post and Telegraph Office is in the Esbekiyeh Square. Open from 7 a.m. to 6 p.m. (later on days of arrival of foreign mails). Continental, Shepheard's, and Ghezireh Palace Hotels. Cairo is now five to six days from London by post; but letters have occasionally arrived in Cairo within 4½ days after leaving London.

Parcels: Under 3 lb., 1s.; 3 to 7 lb., 2s.; 7 to 11 lb., 3s. (*viâ* Brindisi, under 3 lb., 2s.) They are made up in London, for despatch by the P. and O. steamers every Wednesday. Usual time of transit about fourteen days.

There are four European inward and outward mails a week. Telegrams: From England to Cairo, 1s. 10d. (to Alexandria 1s. 7d.) a word. Head Office, 15, Sharia-el-Manakh. For inland telegrams, 25, Sharia Kasr-en-Nil (branches at Shepheard's and Ghezireh Palace Hotels). Inland telegrams cost 2 piastres for eight words.

Telegraphic money orders can now be obtained in Egypt.

Sights, Principal.—The chief objects of interest in Cairo are indicated in the following week's itinerary.

First Day (Monday).—Morning: Bazaars, and the Mosques near the Bazaar region. Afternoon: Tombs of the Caliphs and the Citadel.

Second Day (Tuesday).—Morning: Mosques and Arab Museum. Afternoon: Old Cairo (Coptic Churches, Mosque Amru, Aqueduct) and Roda Island (Nilometer).

Third Day (Wednesday).—Morning: National Museum. Afternoon: Heliopolis, Matarieh, and on return Koubbeh Palace (Station). Frequent trains.

Fourth Day (Thursday).—Morning: Barrage. Afternoon: Small Petrified Forest.

Fifth Day (Friday).—Morning: Pyramids. Afternoon: Dancing Dervishes and Twirling Dervishes, Khedivial Library, Tombs of the Mamelukes.

Sixth Day (Saturday).—Sakkarah (Memphis).

What to Omit.—Those who have only a week to spare for Cairo should be proof against the persuasions of the guides, and omit the following excursions: The Palaces, Ostrich Farm, and Helouan; and devote the time saved to a more thorough examination of the Mosques, the Bazaars, or the Ghizeh Museum (removed in 1902 to a new fire-proof building *in* Cairo).

Sport.—Speaking generally, better sport (except of course big game) is to be had in Lower than Upper Egypt—indeed, owing to lack of cover and vegetation, the sport between Assouan and Wady Halfa is poor. Even near Cairo tolerable quail shooting is to be had along the cultivated ground between the Pyramids and Bedrashîne. But all over the Delta quail are to be found in the early spring, while all through the winter snipe can be shot.

A shooting and sailing trip combined in a genuine native dahabeah is by far the cheapest method of spending a winter holiday in Egypt. For a party of three, a month's excursion need not cost more than £20 or so a head.

License for Firearms. Though there is no game license in Egypt, yet a license to carry firearms is officially required, though, except near Cairo, it is not often demanded. It may be obtained through the traveller's Consul.

One Day Shooting Excursions. Sporting grounds within easy reach of Cairo are the Barrage, Benha, and Zagazig (wild fowl also). The banks of the Sweet-water Canal also afford good cover for small game.

Week's Shooting Trip. Damietta, Port Said, Atfeh and the Fayoum afford the best quarters. Game in the Fayoum is abundant, but care should be taken not to trespass on the Government preserves.

There is practically no big game in Lower Egypt, though jackals have occasionally been killed near the pyramids, in the Gebel Mokattam and the Tura Hills, near Helouan.

Outfit. Khaki, or any ordinary shooting costume most suitable. For head-gear a terai hat is better than a pith helmet. Very thick boots should be worn.

Sporting Regulations in the Soudan. Beyond Wady Halfa shooting of big game is subject to stringent regulations, for which the traveller should consult the Government Handbook, price 1 fr. In this will be found a special clause prohibiting firing from steamers or dahabeahs. An exception is made as regards crocodiles, though this is deprecated as being "more dangerous to the riverain population than the crocodile"—a satirical reference which one hardly expects to find in a Government publication.

Pigeon-shooting. Shooting pigeons should never be indulged in. They are usually alleged to be domestic ones, and thus would bring the sportsman into conflict with the fellaheen.

Cartridges. The import of loaded cartridges is forbidden. But they can be bought at Baiocchi's in Cairo for about 70 piastres per 100. No. 8 are best for snipe and quail, and No. 4 for wild fowl.

The sporting ballistite cartridges of the Nobel Explosive Co., can be obtained of Messrs. Thos. Cook, who are agents of that company.

CAIRO.—PRACTICAL INFORMATION.

BANKS.—Imperial Ottoman; Anglo-Egyptian; Crédit Lyonnais; Thos. Cook & Son.

BOOKSELLERS.—G. G. Zacharia & Co, "The English Library."

CAFÉS.—Café Egyptien; Eldorado.

CHEMISTS.—Anglo-American; New English Dispensary.

CHURCHES.—All Saints; St. Mary's; also a Presbyterian and two Roman Catholic churches.

CLUBS.—Turf; Khedivial; Khedivial Sporting.

CONVEYANCES.—(1) *Cabs.*—4 piastres the course, or 6 piastres the hour. This is the official tariff, but it is rarely observed by strangers.

(2) *Donkeys.*—A cheap, but unfashionable, means of locomotion. The hour, 3 to 4 piastres; day, 12 piastres.

(3) *Electric Trams.*—Three lines now open, all starting from the Esbikeyeh. (1) Citadel; (2) Abbassieh; (3) Pyramids.

(4) *Saddle-horses.*—30 piastres the half day, and 50 piastres the whole day.

(5) *Carriages.*—A well-appointed victoria or dogcart could be easily hired for 50 piastres the morning or afternoon, and 80 piastres the whole day.

(6) *Dahabeahs* (see Nile Hints).

DRAPERS & OUTFITTERS.—Davies, Bryan & Co.

ENGLISH DOCTORS.—Messrs. Madden, Milton, Morrison, Sandwith.

FORWARDING AGENTS.—H. Johnson & Son; H. C. Crozier.

HOTELS.—Luxurious, fashionable, but expensive:—Savoy, Shepheard's, Grand Continental, Ghezireh Palace. Among the more moderately priced hotels the old-established Hotel du Nil, with its extensively shaded gardens, is popular with artists and students.

NEWSPAPERS.—The Egyptian Gazette; an old-established daily, published at Alexandria. There is also a society weekly, called The Sphinx.

PHOTOGRAPHERS.—Heyman (agent for Kodak, Ltd.); Lekegian G. L. Zacharia & Co., "The English Library."

RESTAURANTS.—Santi. Restaurants also at Hotels Continental, Savoy, Shepheard's, and Ghezireh Palace.

ENGLISH STORES.—Walker, Meimarachi & Co., Ltd.; Mortimer & Co.; Fleurent.

TOURIST AGENTS.—Thos. Cook & Son; Henry Gaze & Sons, Ltd. Anglo-American Nile Steamer and Hotel Co.

THE NILE VOYAGE.

THIS favourite voyage, which forms, indeed, the *raison d'être* of most Egyptian tours, can be undertaken in one of four ways: by (1) dahabeah, (2) tourist steamer, (3) mail steamer, (4) rail and mail steamer combined. The dahabeah to those with plenty of leisure and cash is, of course, the ideal craft, but unless a party of at least half-a-dozen can be made up, it is by far the costliest mode of conveyance.

Nine out of ten tourists will be content to hire their dahabeah direct from Messrs. Cook, or one of the other tourist agents, who will take all trouble and responsibility off their hands. But if the traveller knows the country, ha some slight acquaintance with the language, understands catering, is prepared to take a great deal of trouble, possesses some insight into native character, and is able to hold his own with reis or dragoman, he will no doubt prefer to make up his own party, and undertake the voyage on his own responsibility. To one possessing these qualifications no doubt a considerable sum will be saved by hiring direct and being actually as well as nominally, captain on his own quarter deck.

Books for the Nile Voyage.—If I may venture upon the invidious task of selection, I recommend the following, if the traveller's library be confined to one dozen :—

1. Murray's or Baedeker's Handbook.
2. Budge's "Notes for the Nile."
3. Ward's "Pyramids and Progress."
4. Milner's "English in Egypt."
5. Miss Edward's "Thousand Miles up the Nile."
6. Lane-Poole's "Egypt."
7. Miss Brodrick's "Dictionary of Egyptology."
8. Traill's "Cairo to the Soudan Frontier."
9. Dudley Warner's "My Winter on the Nile."
10. Flinders Petrie's "History of Egypt."
11. Lane's "Modern Egyptians."
12. Moberley Bell's "From Pharaoh to Fellah."

For a pocket-guide, I may perhaps mention that my "Cairo of To-day" is considered to give all essential information about the Nile voyage in a small compass.

Catering.—If the traveller has a responsible dragoman, it would be a good plan to let him contract for board at so much per head per day; but the number and nature of the meals, quality of provisions, &c., must be specifically set forth in the written contract. In this case the dragoman would provide the servants, who are quite distinct from the crew. If the traveller dispenses with a dragoman, and the complement of his vessel, in addition to the reis (captain) and crew, consists of his party of, say five or six, including cook and a couple of servants, he must undertake the provisioning of the dahabeah himself. He should consult the price-lists of a well-known tourist outfitter, such as Messrs. Walker & Co. All such articles as can easily be bought on the voyage at the village bazaars, chickens, eggs, vegetables, fruit, &c., need not be taken. But for the voyage beyond Assouan, provisions should be bought at that town,

as on the Upper Nile villages are scarce. No fresh bread, for instance, would be obtainable between Assouan and Wady Halfa, nor beyond the latter town.

Speaking generally, if the victualling be carried out with judgment, the leader of the party should be able to provide a good table for his members at a moderate expenditure. Indeed, if the cost of provisions obtained *en route* (such as meat, poultry, vegetables, milk, eggs, bread, wood, charcoal, petroleum) be not included, it will be found that for a party of six, sufficient supplies, including wine and mineral waters for two months, could be obtained at a cost of £6 or £7 per head from provision-dealers in Cairo. It can sometimes be arranged that all unconsumed non-perishable stores can be returned at cost price, less 10 per cent.

Clothing (see also PALESTINE Section).—"Clothes such as are worn in autumn at home are the best for the Nile" is Baedeker's dictum. But it must not be forgotten that considerable cold at night must be provided against, and great extremes of day and night and sun and shade temperature. Indeed, as doctors who know the country all agree, what visitors have to guard against is the cold rather than the sun, paradoxical as it sounds. There is appreciable risk of chill in the Nile steamers or dahabeahs. For men, grey flannels are the most suitable wear. A flannel cholera belt should always be worn. Stout brown boots and tennis-shoes are the most suitable foot-wear. Canvas shoes, for bathing in the Nile, are useful.

Dahabeahs. *Choice.* — Nearly all the best and most modern dahabeahs are chartered by Messrs. Cook, or the Anglo-American N. S. & H. Co.—Messrs. Cook having the largest selection, and those available for the independent tourist usually lack modern appliances, although much cheaper. When hiring direct from a private owner it is

sometimes an advantage to make a separate contract with the dragoman for the catering of the passengers, and another contract with the owner direct for the hire of the dahabeah with fittings (which should be specifically set out), the wages of the reis (sailing master) and crew, and any charge for ascending the First Cataract. If, however, the contract is made with the dragoman solely, then take pains to ascertain that the boat is not the dragoman's property, or the temporary owner may find it difficult to maintain his authority; and, besides, the dragoman will naturally be inclined to be too careful of his craft, and will raise difficulties about shooting the cataracts or sailing at night (a practice, however, not to be recommended). In short, the hirer will possibly find himself at as great a disadvantage as a yacht-owner in a foreign cruise who has neglected to have himself registered as master in his yacht's papers. The advice of an experienced resident should be sought, or failing this, it will be necessary to leave practically all the negotiations to the dragoman. If the vessel be of wood, ascertain its age. If it has been built some years it would be well to have a special clause in the contract in which the owner guarantees its being free from rats, insects, &c. The old-fashioned method was to sink the dahabeah in the Nile before starting to expel all such intruders!

See that sufficient ballast is taken. This is often neglected in order to make the boat lighter for touring purposes. Almost as many accidents when touring are due to insufficient ballast as are attributable to fastening the sheets in a strong breeze.

Dahabeah Contract.—This is well worth the £1 usually charged at the Consulate for drawing it up. The specimen one given in Baedeker is a useful model, but unnecessarily prolix, and evidently intended for the more costly trips.

The best plan would be for the traveller to modify this contract at discretion before getting it drawn up at the Consulate.

Cost of a Dahabeah.—The charges for hiring vary so much, according to the age, size of the boat, number of crew, if of wood or iron, nature of fittings and appliances, and also according to the season, that only an approximate estimate can be given. It would be safer, at all events, to add 10 per cent. to Baedeker's estimate. The rent of a dahabeah, if supplied with a few cheap modern appliances, such as a bathroom, is generally absurdly out of proportion to the value of these "extras."

A medium-sized dahabeah for six persons, including wages of reis and a crew of eight to ten (who, of course, "find" themselves) would cost from £60 to £100 per month. For the latter sum a steel-hulled dahabeah, with up-to-date fittings and appointments, should be obtained. Then the dragoman would contract to provide the passengers with all requisites for the voyage, food (but not wine or mineral water), servants (distinct from the crew), donkeys, saddles, &c., for excursions, for a two months' voyage, at 25s. to 35s. per head per day. The season makes a considerable difference in the cost. For instance, before January the total cost of the trip would be at least 10 per cent. less.

Dahabeah, Cheap Voyage.—A party of three or four sportsmen, one of whom knows the country and the language, who require no dragoman or other luxuries, could hire a native dahabeah, as distinct from a tourist one, for some £25 or £30 a month (including wages of a reis and half a dozen rowers), while the commissariat need not exceed 10s. or 12s. a head per day. A camp servant, in lieu of a dragoman, at £5 or £6 a month should be hired, while the reis might act as cook for about £4 a month

extra. This is an ideal method of Nile travel for sportsmen, artists, and others, who have no objection to a certain amount of rough living. But even in this case a short contract should be signed by the reis and his employer.

Dahabeahs, Hiring by day v. Hiring for the Trip.—Each method has its special advantages. The latter will be found a little cheaper, and is better adapted for those who only want to do the voyage in the conventional manner, stopping at the recognised places for sight-seeing, &c. But for sportsmen, artists, and all tourists who have already visited the Upper Nile, hiring by the day is decidedly preferable.

Dragomans.—For general conduct, see under heading in Palestine Section. But in the case of Nile dragomans the employer should make allowance for the following considerations. Economical methods are difficult to enforce, as the Nile dragoman is more accustomed to deal with wealthy travellers. He is also intensely conservative and a slave to routine. For instance, the dragoman will probably raise objections to stopping for the purpose of sight-seeing when there is a fair wind, and may try to put off visits to the monuments till the return voyage. He is also averse to halting for any ruins which are not in the regulation itinerary.

It will be found advisable to take up an independent attitude from the first, and indeed even to invite a conflict of opinion at the outset. No doubt this requires some determination on the part of the employer, but there can be no doubt that, when once the dragoman understands his employer intends having his own way, there will be very little friction afterwards. At the same time, it should be remembered that any display of anger is as foolish as it is ineffective. An attitude of good-humoured decision will prove far more effectual.

Some valuable advice is given in Murray's Guide on the management of dragomans and the crews of dahabeahs which is worth quoting: "When once obedience is established, the employer can be as indulgent as he pleases. Without it, kindness will be construed into fear or ignorance."

Selection of a Dragoman.—The list in the latest edition of Baedeker or Murray's handbook should be consulted, but independent inquiry is most advisable. To hire a dragoman on the strength of written testimonials alone is seldom satisfactory. Inquiries as to his record should invariably be made at the traveller's Consulate.

Duration of Voyage.—Two months should be allowed for the voyage from Cairo to the First Cataract and back, and three months for the return voyage to the Second Cataract. The regular North winds, the "Nile trade winds," make it comparatively easy to keep to the itinerary. At the same time, anything like hurry is quite opposed to the traditions of Nile travel, and it is always wise to have a clause in the contract giving the hirer of the dahabeah the option of prolonging the voyage at so much extra per day.

Equipment (see also General Hints and Palestine Section).—Among the extra articles almost indispensable are field-glasses, lantern and magnesium wire. For exploring temples and other ruins a large coil of rope or light ladder should be taken. A convenient luxury is one of the "Ever-ready electric torches," which give 5,000 flashes. Plenty of books should be taken. A useful list will be found in Murray, Baedeker, and a very full modern bibliography in my own Guide, "Cairo of To-day" (Black).

Government Tax for Monuments.—All tourists who wish to see any of the monuments must be provided with this permit, which costs £1 0s. 6d.

Hotels on the Nile.—The Luxor Hotel (Pagnon's); the Karnak Hotel; the Cataract, and Grand, Assouan; Savoy Hotel, Assouan (Island of Elephantine).

Nile Distances in Miles from Cairo.

(*The figures in brackets are the distances by rail.*)

Bedrashîn ...	15	[14]	Luxor ...	450	[455]
Minieh ...	157	[148]	Esneh ...	485	
Beni Hassan	171	[162]	Edfou ...	516	
Assiout ...	250	[229]	Komombo ...	556	
Girgeh ...	342	[340]	Assouan ...	583	[547]
Balliana ...	347	[350]	Korosko ...	688	
Nagh Hamadi	368	[377]	Wady Halfa ...	793	
Keneh ...	406	[417]	Khartoum ...	1665	

Nile Steamer Service.—For the tourist who is not able to devote the cash and time for independent voyaging by dahabeahs there are three methods of *doing* the Nile: (1) by tourist steamers of Messrs. Cook, Gaze, or the Anglo-American Company, (2) by Government mail steamer, (3) by rail and steamer combined.

The cost of these three services from Cairo to the First Cataract would amount to about £2, £1 5s., and £1 15s. respectively per head per day. The services between the First and Second Cataract would cost rather more. The mail steamers are not well adapted for sight-seeing *en route*, as the halts are short owing to the exigencies of the mail service.

Those who wish to see all the orthodox monuments, and are anxious for really luxurious accommodation, will prefer the large tourist steamers. But the objection is that they will have to pay the penalty of their popularity, as the larger boats, especially the famous triad of Rameses steamers of Messrs. Cook, are generally crowded. For the independent traveller, who has had some experience of the Nile, the combined rail and steamer service is best suited.

Postal Arrangements on Nile.—Most travellers have letters sent through the tourist agents, but at all the towns of any size there is a *poste restante*. The principal post offices are at Wasta, Assiout, Girgeh, Keneh, Assouan, and Wady Halfa. But the Upper Nile post offices marked in the maps are not always to be relied upon. It frequently means merely the dwelling of a native entrusted with the letters.

Telegrams. Egypt is particularly well supplied with telegraph offices. (Tariff, see CAIRO.)

Sailing Precautions.—Never allow the sheets (*shogool*) to be fastened even in a light wind. This is particularly dangerous when the river is bordered by cliffs, or when the mountains approach the river, as a sudden gust might easily upset the boat, unless the sheet is kept free. Steering by an amateur when the vessel is being towed is also to be deprecated.

Season.—It is not wise to start on a Nile trip before November, and the late winter months are the most enjoyable time, though Assouan might then have to be the goal, as after February the Cataract is impassable for all vessels except those of very light draught.

If possible, avoid taking a voyage in a dahabeah when Ramadan is on. The enforced abstinence from food and drink from sunrise to sunset makes the crew sulky or quarrelsome, and it seems inhuman to expect heavy work, such as poling or tugging when wind fails. At night, too, the crew are apt to be noisy, feasting the greater part of the time. The difficulty may sometimes be evaded by making them sign a contract not to observe the Ramadan.

Water.—The muddy appearance of the Nile water does not render it inviting, but it is decidedly palatable, although soft. It should, of course, be filtered, and not drawn from shallow parts of the river.

Part VI.—PALESTINE AND SYRIA.

Baggage.—It is not wise to aim at the reduction of personal baggage as much as possible. If a long camping tour be contemplated, it is easy to leave all the heavy baggage at the Jaffa, Jerusalem, or Beirût hotel. It should be noted that a different kind of outfit is required from that for Egypt; it is, for instance, totally unnecessary to bring evening clothes, as it is not customary to dress for dinner at the Jerusalem hotels, as at Cairo. To this extent, then, the baggage could be reduced.

On the other hand, travelling in Palestine, with its paucity of shops where travel requisites and "medical comforts" can be obtained, will necessitate bringing a more liberal equipment than for an Egyptian tour.

Baksheesh.—It is foolish to attempt to evade altogether the giving of this traditional largesse. Practically, gratuities of some kind must be given, directly or indirectly, to officials (especially the petty ones), if the traveller value his comfort, while only very determined travellers can persistently ignore the demands of beggars and children. But, while conforming to a certain extent to the custom of the country, travellers should exercise some discrimination as to the amount of baksheesh, and to the manner of its distribution. The cry "Baksheesh" from children in the villages need not, for instance, be always taken seriously. It is, after all, little more than a kind of salutation.

All making a long tour should provide themselves at Jerusalem or Beirût with plenty of small change, such as the 5-para copper coins (eight to a piastre), and the 10-para nickel pieces.

For petty functionaries, dragomans, guides, &c., take two or three boxes of Egyptian cigarettes. If the tour is to extend beyond the Jordan, it is well to take a few *portable* presents as baksheesh to the sheiks.

Baths.—None in Palestine hotels, with perhaps the sole exception of the Grand New, Jerusalem. The native public baths, which are frequent enough in Jerusalem, Beirût, or Damascus, should be avoided. All travellers should supply themselves with a portable folding-bath. (See Outfit, in Hints for Explorers.)

Books of Reference.—Keeping in view the essential of portability, the following books, in addition to the Bible, might accompany the traveller :—

1. Baedeker's "Palestine." 12s. Dulau. 1898.
2. Cook's "Palestine." 7s. 6d. 1900. A useful supplement to Baedeker.
3. Stanley's "Palestine and Syria." 12s. Murray.
4. Conder's "Tent Work in Palestine." 7s. 6d. Macmillan. 1878.
5. Besant's "Thirty Years' Work in Palestine." 3s. 6d. Palestine Exploration Fund. 1895.
6. Adam Smith's "Political Geography of the Holy Land." 12s. Hodder. 1897.
7. Thimm's "Arabic (Syrian) Self-Taught." 2s. Marlborough.

A useful guide-book, small and compact enough for the pocket, is Black's "Jerusalem," 2s. 6d. 1901. This gives full, precise, and reliable information on all practical matters.

Cafés.—Foreigners are usually charged 1 piastre (10 paras to natives) for a cup of Turkish coffee. This is highly sweetened, and served with the grounds, so it should not be stirred.

Camping-out Tour.—This is, no doubt, the ideal mode of travelling in the Holy Land. But it cannot be too much impressed upon travellers that this kind of travel is only for the robust, and, in spite of the comparative luxury of Messrs. Cook's and Gaze's camping arrangements, it is unsuited for ladies, unless thoroughly accustomed to riding long distances, and able, without undue fatigue, to keep in the saddle from six to eight hours a day. It is true that side-saddles are usually provided for ladies, but, as the rate of progress for long journeys is not usually more than three or four miles an hour, a side-saddle is not a necessity for ladies; indeed, in the Levant and Turkey, at all events, the ordinary pack-saddle (*samari*) is the safest. Besides, to fit a side-saddle to a horse not thoroughly accustomed to it is decidedly dangerous, as it often causes the horse to kick, and even roll over.

Unless the head of the party is thoroughly accustomed to Eastern travel, understands the management of a dragoman, and is prepared to supervise things generally, it would be rash to undertake an independent camping expedition. Besides, in the height of the season, the accommodation at the inns —and, in view of bad weather or accidents, every leader of a camping party should arrange to fall back upon inns— is practically bespoken by the tourist agencies, and the best horses and dragomans are also usually engaged by those firms. Then many do not realise that Palestine, outside the great tourist routes from Jerusalem to Nablous, Nazareth, and Damascus, is still, apart from the tourist agencies, quite unexploited, and that accommodation out of the beaten track is comfortless and scanty, and provisions scarce.*

Clothing for Month's Camping Tour (see also HINTS FOR

* Not so very long ago, a prospective tourist wrote to Messrs. Cook for the names of the "best European hotels on the high road from Jerusalem to Nazareth, the charge for carriages, &c.!"

Explorers).—For men, an ordinary tweed suit (Norfolk jacket and knickerbockers), a couple of suits of grey flannel, a black morning coat and waistcoat, and a light overcoat or covert coat is ample, and the most serviceable kit so far as regards outer clothing.

Underclothing should be all wool, with silk or flannel shirts. A liberal supply of handkerchiefs (say two dozen), and three or four white shirts, should be taken. As to foot-gear, a couple of pairs of brown leather Oxford shoes (not boots), pumps (convenient and portable for evening), and slippers should suffice.

Riding-boots or riding-breeches are not really necessary, but spurs will be found useful with the sluggish animals one has often to put up with. Knickerbocker breeches with putties most suitable.

A pith helmet is not necessary. A wide-brimmed hat and deer-stalking cap with ear-flaps should suffice for head-gear.

Avoid the showy and flimsy puggarees which most tourists provide themselves with. They are too thin to be of any real use. An umbrella is a much better protection, if sunshine is feared, or a thick napkin fastened to the back of the hat.

It is best to take two small kit-bags or two Gladstone bags (one large), or a small portmanteau and hold-all.

The tourist should add a native saddle-bag (*khoorj*) to his equipment. This can be bought for a few francs at the bazaars.

Church Services.—There are English churches at Jerusalem, Damascus, Jaffa, and Haifa, and church services are also held at the various inland mission stations, such as Beirût, Tiberias, Nazareth, and Nablous.

Curios.—The best places for buying Oriental wares are Jerusalem, Bethlehem, Nablous, Nazareth, Beirût, and

Damascus. An opportunity sometimes occurs at Jerusalem or Damascus of getting genuine old Moorish tiles.

Customs.—If the tourist is travelling under the auspices of one of the well-known tourist agencies, there is rarely any difficulty in passing personal luggage through the Customs at Beirût or Jaffa. Independent travellers will, moreover, find that a judicious distribution of baksheesh will facilitate matters considerably. Even guide-books are occasionally confiscated, as at Constantinople. Indeed, up to the date of the German Emperor's tour (1898), Baedeker's "Guide to Palestine" was occasionally impounded.

Distances.

1. From Jerusalem: Bethany, 1½ miles; Bethlehem, 6; Damascus, 180; Dead Sea, 27; Hebron, 22; Jaffa, 42 (rail, 53); Jericho, 19; Mar Saba, 17; Nazareth, 108; Rachel's Tomb, 4.
2. Beirût to Damascus (rail), 91 miles; Beirût to Mulakka (station for Baalbek), 35; Haifa to Acre, 12; Haifa to Nazareth, 24; Damascus to Mzereb (rail), 62; Damascus to Baghdad, about 620; Damascus to Palmyra, about 150.
3. Distances by Sea: Alexandria to Jaffa, 270 miles; London to Jaffa, 3,735; Port Said to Jaffa, 140; Port Said to Beirût, 260.

How to deal with a Dragoman.—Some advice on this point is given in the Nile Section, but this may be supplemented with special hints for the Syrian variety of dragoman. Though in the general conduct of the tour, the itinerary, hours of riding, stopping places, the employer should keep the control in his own hands from the outset, yet in all minor details and in the management of the camp servants, discipline of the camp, &c., the dragoman should be given a free hand. A dragoman should not be engaged at Jaffa, but at Jerusalem or Beirût, as the better kind of dragoman

is not to be found at the former place. Some kind of written contract should be drawn up through the traveller's consul, but the specimen ones given in Baedeker are unnecessarily full. If the tour is to be a long one, the horses and equipment should be tested in a preliminary camping tour to Jericho or Mar Saba. It will probably be necessary to stipulate for this experimental tour in the agreement, or the dragoman, who strongly objects going outside the ordinary tourist's itinerary, will probably place obstacles in the way.

Then, as regards one's attitude to the dragoman, be careful while endeavouring to maintain pleasant relations with him to check any undue intimacy. Dragomans are often inclined to be familiar with little encouragement. Then their arrogance and impatience of control, no doubt induced by the absolute dependence of most travellers on their dragoman, are often found to be trying.

As has been already mentioned, independent travellers must expect to find many of the best dragomans already bespoken by the agents, but the Consul at Jerusalem could give the names of reliable travel contractors—a dragoman is more a contractor than a guide. The list in Baedeker could also be consulted, though this should not in every case be unreservedly accepted. A well-known traveller has personally recommended to me Mr. Alfred Karam, as a reliable dragoman with very reasonable charges.

Still, if the hirer has his own party of not less than five he will probably find it more advantageous and cheaper to travel as a separate party under the auspices of Messrs. Cook or Messrs. Gaze.

Expenses.—Travelling in Palestine, Egypt, and the Near East generally costs considerably more than on the Continent, and prices as a rule have risen of late years. Then the charges of the principal hotels, with far inferior accommodation, fall very little short of those of Egypt (except

the few large fashionable Cairo hotels). In towns the actual daily expenditure would probably not be less than 30 or 35 frs. a day. It may be mentioned that the estimates in Baedeker's "Handbook" are generally thought to be too low, and 10 to 15 per cent. should be added.

The daily expense of camping-out tours under the auspices of a tourist agent, can be gauged fairly accurately beforehand, when once the number of the party is known (for each additional member makes a considerable reduction in the individual cost), as there is not much difference. The charges would range from £1 5s. to £2 5s. per day per head. The latter are the charges during the crowded Easter season, but they would be less during the autumn and winter months.

Baedeker's observation about cost of travel requires modification. He is, for instance, responsible for the extraordinary statement that a single traveller can travel at the same expense, and with equal comfort, as in a conducted party. However strong may be the prejudice against conducted travel, it is obvious that for a single traveller it is a far more economical way of travelling in the Holy Land—unless, of course, the tour is limited to the districts served by the railway or the coast steamers.

Firearms.—Most travellers deprecate the carrying of firearms, but I am inclined to think that for an independent traveller there is much to be said in favour of the practice of carrying a revolver. The mere knowledge that the traveller is armed might conceivably have a beneficial effect on the camp servants. But the entry of all firearms is strictly prohibited, and may create a difficulty in passing through the Customs.

Health (see Medical Hints).—There are English doctors at Jerusalem, Jaffa, Beirût, and Damascus, while in cases of emergency the English doctor connected with the missionary

stations at Nablous, Nazareth, Tiberias, Safed, Hebron, or Haifa could be consulted.

Hospices *v.* **Hotels.**—It is not now customary to put up at hospices where good hotels exist (as at Jaffa, Jerusalem, or Damascus), though they are much cheaper. The accommodation is decidedly "homely," and lady travellers had better avoid them. But in most parts of Samaria and Galilee they afford the only alternative to camping out. In the pilgrim season they are apt to be crowded. If a tourist does stay at one of these semi-monastic refuges, he should pay not less than 7 or 8 frs. for supper, bed, and breakfast, which charge would include a feed for his horse. Hotels, as a rule, are inferior outside the four great tourist centres, Jaffa, Jerusalem, Beirût, and Damascus, and the charges relatively high. The worst, as a rule, are those kept by natives, and the best those under German control.

Language.—Next to Arabic and Turkish, German and French will be found useful, and Italian on the coast. Tourists who intend taking part in a camping-out tour are strongly advised to acquire a few common phrases of Arabic; otherwise they will be dependent on the dragoman for every trifle, as the camp attendants, as a rule, only speak their own vernacular. There are many phrase-books published, but perhaps the best of all is Thimm's "Arabic (Syrian) Self-Taught," price 2s., cloth 2s. 6d. This gives a very full and absolutely reliable list of words and phrases *actually in use*.

Maps.—For ordinary tours the maps in the guide books are quite sufficient. The maps in Murray's are remarkably clear, and not overloaded with names, but, as the last edition of this handbook that we have seen is dated 1892, it would be much improved by being brought up-to-date. In Baedeker there are a great number of carefully drawn maps. But the map covering the whole field of travel in

Palestine and Syria is the excellent map in Cook's "Handbook," which is very reliable. The best large modern map, and the most up-to-date of all, is the one published by Bartholomew, edited by Prof. Adam Smith (10s., 1901). Also Messrs. W. & A. K. Johnston publish a good and clearly engraved map of Palestine (with an inset plan of Jerusalem) at 3s., with index.

Money.—Owing to different coinages being in circulation in Palestine and Syria, (to say nothing of the varying values of the coins which are common to both countries), the coinage is not absolutely uniform. The traveller will find that in dealing with the natives, he should be careful about the coins he has given him as change. The medjidieh (20 piastres, about 3s. 7d.), quarter-medjidieh, piastre (which is worth about 2¼d.), and the 10 and 20 para pieces are current, however, all over Palestine and Syria. As in Egypt, there are two currencies, viz. (1) Government (sagh), the value of a piastre sagh varying from 2d. to 2¼d.; and (2) commercial (sharuk), in which the piastre is worth about 1¾d. Railway fares, however, are not based on this rate, but have a special value of their own.

I have found even Baedeker trip over coin-values. For instance, the Turkish dollar (medjidieh) is reckoned officially as equivalent to 19, not 20, paras, and for the medjidieh only 19 piastre stamps can be bought throughout the Turkish Empire. The piastre itself, however, has not a fixed value.

For a prolonged tour, the most convenient form in which money can be carried is the £5 circular notes of Messrs. Cook. Not only are they cashed by all their agents, but in practice hotel-keepers and dragomans do not object to take them as cash.

Mosques.—Most travellers are aware that shoes must be removed when visiting a mosque, but in certain towns, especially Hebron, Nablous and Damascus, some discretion

should be used in visiting the mosques, to most of which, indeed, admittance is not granted to Christians. Occasionally, however, the scruples of the guardians are overborne by a discreet offering of baksheesh. In Damascus and Hebron especially, a European stranger cannot, even at the present day, wander about the streets alone without risk of insult, especially in the neighbourhood of a mosque.

Passports (see General Hints).—A passport is absolutely necessary for the Holy Land.

A local passport (tsekereh) must also be obtained on landing for travelling in Syria, but it is not necessary for Jerusalem (see also Turkey Section.)

Postal.—Palestine is fairly well supplied with post offices, a Turkish post or telegraph office being found at nearly every town of any importance, while there are European post offices (French, German, Austrian, or Russian) at Jaffa, Jerusalem, Haifa, Beirût and Damascus. Postal rates are, 1 piastre for letters not exceeding half an ounce, 20 paras for post cards.

The period of transit of letters from London given in some guide-books and even in the English Postal Guide is under-estimated. In Jerusalem letters *viâ* Brindisi are rarely delivered in less than nine days after despatch from London (by French service seldom in less than ten to twelve days).

Riding.—Travel in Palestine, especially if camping out be contemplated, demands far more preparation than an ordinary Continental tour, and those whose occupation is sedentary would find it advisable, in view of the tour, to take a certain amount of walking, cycling, or riding exercise for a few weeks before starting. Indeed, a certain measure of preliminary training is as advisable for a three weeks' riding tour in the Holy Land as for a month's climbing in the Alps. It must not be forgotten

that though camping tours, under the auspices of Messrs. Cook or Gaze, are carried out under almost luxurious conditions as regards accommodation and the table, yet they involve six to eight hours a day in the saddle for many days consecutively, over an exceedingly rough country, and often under a hot sun. Yet a light-hearted traveller will often start on one of these tours, whose equestrian experience has been limited to pony rides in his schoolboy days, and, as an American author cynically observes, "worthy ministers of the Gospel, who have never in their lives been on the back of a horse in any other land, seem to think that the holy air of Palestine will transform them into accomplished horsemen."

Indeed, some care should be exercised in the selection of a mount for a riding tour in the Holy Land. In the height of the season the horses are apt to be overworked, and given to stumbling, while the young horses are not as a rule properly schooled, and are not at all suitable for novices.

Horses in Palestine rarely trot, their usual pace being a fast ambling walk, varied by an occasional slow canter. Over rough country the rider should leave as much as possible to the horse, and let him have his head free. English saddles should be insisted on, and it is a wise precaution to insist on the saddle being removed before choosing the horse, to assure one's self that the animal is free from saddle sores.

Season.—The spring is the best season. The ideal month is certainly April, and even May is enjoyable to those accustomed to heat. In the latter month, too, there is more choice of accommodation at the hotels. Eastertide, however, being a very crowded season is not the best for those who wish to see Palestine under normal conditions.

The great heat renders autumn far less agreeable for

travelling, but, as few Europeans visit Palestine then, the hotels offer a much better choice of accommodation, horses are in better condition, dragomans are willing to take reduced terms and travelling is much cheaper than in spring.

Sport.—In the Jordan Valley, game is plentiful, especially wild duck and wild pigeon, and, in the season, quails. Hares and partridges abound in the plains of Esdraelon and Jezreel, while a certain amount of big game could be stalked in the Lebanon region, especially gazelles and ibex. But a good guide, who knows the mountains well, would have to be taken. Wild boars are frequently encountered in the Jordan Valley, as well as jackals. A license, costing 5 frs., should be obtained through the British Consulate at Jerusalem. Fish abound in the Jordan, but few of the numerous varieties are particularly palatable.

Telegraphs.—Telegrams to Great Britain cost approximately 3½ p. a word. Local telegrams cost ½ p. per word, plus 5 p. between places in the same valiyet (province), *e.g.*, from Jerusalem to Beirût; and 1 p. per word, plus 5 p. between places in different valiyets, *e.g.*, between Damascus and Beirût (or Jerusalem).

Water (see also General Hints).—Travellers should be chary about drinking unboiled water in the Holy Land, and indeed all over the East.

In view of the latent danger in the water supply in the Holy Land, it is fortunate that long custom prescribes that in camping-out tours no liquors should be provided by the dragoman directly, but by the employer; though the former is bound to carry an adequate supply of wine and aërated waters without any extra charge.

Part VII.—TURKEY.

Routes.—By sea, Constantinople is most quickly reached *viâ* Brindisi, by the Austrian Lloyd line, leaving on Wednesday and arriving at Constantinople on the Monday following. There are also the weekly services of the Navigazione Generale Italiana from Brindisi, and the Messageries Maritimes from Marseilles. From Liverpool there are the Moss and Papayanni lines, taking about a fortnight. Fare, £15 single, £27 return.

By rail, Constantinople is reached by ordinary daily express in 3½ days (fare, £11 12s. 7d. first, £8 2s. second), or by the tri-weekly Orient Express (sleeping car); fare, £22 11s. On two other days of the week the Ostend-Vienna Express runs through to Constantinople; fare, £17 11s. 6d. Both services do the journey in exactly three days.

Books of Reference.

Crawford, F. Marion. Constantinople. Macmillan.

De Amicis. Constantinople. 1877.

Hutton, W. H. Constantinople. (Mediæval Towns series.) Dent.

Davis, Rev. E. J. Life in Turkey.

"Odysseus." Turkey in Europe. Arnold. 1900.

Ramsay, W. M. Impressions of Turkey.

Davey, R. The Sultan and his Subjects.

Lane-Poole, Stanley. Turkey. Story of the Nations. Unwin.

Beaman, A. Hulme. Twenty Years in the Near East. 10s. 6d. Methuen.

Miller, W. Travels and Politics in the Near East.

Van Millingen. Byzantine Constantinople. 21s. net. Murray. 1899.

Dwight, H. O., LL.D. Constantinople and its Problems. 6s. 1901.

Thimm's Turkish Self-Taught. Paper, 2s.; cloth, 2s. 6d.

Guide-books.—Murray's "Constantinople." 7s. 6d. 12 maps and plans. Stanford. 1901.

Murray's "Asia Minor." 23 maps. 18s. Stanford. 1901.

Black's "Constantinople." 2s. 6d. 3rd. ed. 1902. 4 maps and plans. Black.

Joanne's "Paris à Constantinople." 15 frs. Hachette. 1900.

Macmillan's "Eastern Mediterranean." 9s. nett.

Brigandage.—Though brigandage is rarely heard of nowadays, it can hardly be said to be quite stamped out in Turkey; and the risk, though remote, must be taken by all travellers who leave the beaten track. But a traveller provided with a soldier as escort would not be likely to be attacked. It must be remembered that, as a rule, an attack by brigands is no haphazard affair, but one which has been planned and arranged days, or even weeks, in advance, when it is suspected that the intended victims are persons of wealth or influence, from whom a big ransom might be extracted, or when it is known that their baggage contains valuables. Consequently, the ordinary tourist is usually ignored, for brigands nowadays are thoroughly imbued with the commercial spirit of the age.

Climate.—The climate is variable, and subject to extremes of temperature. Summer months (June to September) intensely hot. The best months for travellers are April and May. The mean temperature in Constantinople ranges from 37 degrees in February to 76 degrees in July.

Customs.—The stringency of this is a matter more or less of baksheesh. If the traveller is accompanied by a dragoman, it is usually decidedly perfunctory. No one, unless he knows Turkish well, should attempt to pass his luggage himself, but should be prepared to pay two or three francs to one of the dragomans on board the steamer or at the railway station to undertake this task.

Distances.—By sea, from Constantinople to Alexandria, 1,332 miles; Brindisi, 845; Marseilles, 1,486; Piræus, 360. London (rail), 1,814.

Maps.—Stanford's Bosphorus and Constantinople; 1½ miles to an inch; 3s. Johnston's Turkey in Europe, 3s.; Turkey (Twentieth Century Atlas), 6d.; Newnes; 1902.

Money.—The unit is the piastre (40 paras), value from 2¼d. to 2½d. The principal coins in use are:—Copper (usually known as metallic), 5 paras (½d.), 10 paras, and 20 paras, 1¼ piastres (2d.) and 2½ piastres (5d.); silver, 20 paras, 1, 2, and 5 piastres, and medjidieh (29 piastres), equal to about 3s. 4d. Gold pieces (25, 50, and 100 piastres) are not much circulated. They are at a premium, 100 piastres (1 lira) in gold being worth about 108 piastres in silver currency.

Small change is also at a premium, and should be procured at one of the innumerable money-changers (*sarraf*). Most gold coins of European countries are current. The sovereign (*Ingliz lira*) is worth about 120 piastres, but the exchange of course varies. A French 20-franc piece is equivalent to 95 piastres, and Austrian 10-krone pieces are worth about 50 piastres. A franc usually fetches from 4 to 4½ piastres.

Strictly speaking, there is no legal tender in Turkey, but only Turkish money is accepted at Government offices, post offices, railway stations, and for bridge tolls, ferries, &c.

The commission asked of foreigners by money-changers is usually 1 to 2 piastres in the pound.

Passports.—Absolutely obligatory. For travelling inland a *tsekereh* also is necessary. This is obtained through the traveller's Consul. The charge is 14½ piastres (about 2s. 5d.), in addition to the consular fee of 2s. It is good for a year only. It has to be *visé*d on leaving any town, which means vexatious delay and the disbursement of a few piastres.

Sport.—Good shooting is to be had within a short distance of the capital. Woodcock and quail are plentiful in the Forest of Belgrade, near Buyukdureh. Dil Burnu, on the Gulf of Ismidt, affords also good sport for snipe. Partridges and pheasants are rarely met with nowadays. A certain amount of big game, such as wild boar and deer, is to be found in the more distant parts of the Forest of Belgrade.

> "The cream of shooting round Constantinople has always been considered to be the woodcock. For those who care for quail there is an endless supply, but the cock is the king of the game-bag for Constantinople gunners. The first places where they appear are generally at Kilios, on the Black Sea, and in the Belgrade Forest, near Buyukdureh; after which, especially if there is a good fall of snow, they may generally be caught at Cherkesskeui and Sinekli, on the railway line to Adrianople. The lucky ones who succeed in hitting off the first days of the passage at any of these places—and the passengers as well—can easily make fifteen or twenty couple bags, and that number of fine fat cock is very respectable."—A. Hulme Beaman.

Time (see also Mohammedan Calendar, in Morocco Section).—The hours are reckoned from sunset, the day being divided into twenty-four hours. Railway time is not, however, variable. It is two hours ahead of Greenwich time.

Travel.—Travelling in Turkey away from railways is costly, laborious, and not altogether free from danger. For a long engagement, or for travel in the interior, a dragoman is necessary, and should be engaged through the Consulate. The usual charge is 10 frs. a day. The traveller should never neglect to satisfy himself, through his Embassy or Consulate, that the particular region to be traversed is not in a disturbed state. An escort may occasionally be recommended, but this would have to be paid for, and would considerably hamper the traveller's movements. Letters to the Governors of the various districts to be visited should, at all events, be obtained, if possible. It may be added that the ignorant country people in the remote districts think nothing of a mere signature, but only believe in a seal.

The roads in Turkey are probably the worst in Europe. Indeed, the country people regard a bridge as a natural obstacle rather than an aid to locomotion, and, as these are usually out of repair, this view is not altogether unreasonable. The latest maps should be taken, of course, and plenty of Turkish money, for letters of credit, or even English bank-notes, are of little use in the interior.

The success of the victualling department will depend on the dragoman. In the way of meat the traveller will have to put up with mutton or kid, beef being rarely obtainable in Turkey away from towns.

In the Levant and the Near East generally distances are reckoned by time, and an average of 25 miles a day would be good travelling.

In Turkey and the Levant most travelling is done on horseback. Here the horses are of a much superior quality to those found in Greece or Palestine. The usual charge is one-quarter of a medjidieh a day, but foreigners would be expected to pay a little more. Half a day's charge is paid when the animal is dismissed for the journey home. The

same charge is usually made on days when no travelling takes place.

If the tour is a long one, it is more economical to buy the horse outright. A good animal can often be procured for £10 or £12, and one for the dragoman at about £6, and at the end of the journey it could usually be sold for about £2 or £3 less. A boy to act as groom (who need not be mounted) could easily be hired at 20 frs. a month, finding his own food.

Tourists in Turkey, and indeed throughout the Levant, should be on their guard against a trick often practised for passing off jaded animals for fresh ones. "The animal is baited with barley soaked in wine. The odour of wine lingering about the animal's mouth will generally betray the fraud."

Tents are not of much use in these tours. If required, the traveller furnished with official letters can sometimes get a military tent lent him by the General commanding the district.

Travellers must be on their guard against dogs, especially sheep-dogs, which often attack strangers when dismounted. It is said that the classical precedent of Ulysses might be followed with advantage when an unarmed man is attacked by a ferocious dog. He should promptly sit down on the ground! The dog usually contents himself with growling and walking round him till the owner arrives. This method of circumventing a dog is by no means dignified, but in the case of the savage dogs to be met with in Turkey and Greece, and some parts of Asia Minor, the expedient is worth trying. If armed with a stick, a man has a better chance of keeping the dog at bay by thrusting rather than by hitting. Some experienced travellers are of opinion that an attacking dog is best kept at bay by holding a stick horizontally by the ends and thrusting him backwards. This *riposto* might be

instantly followed up by a smart blow over the nose as the brute falls back. But it need hardly be said that this method of defence requires considerable coolness and nerve.

CONSTANTINOPLE.—PRACTICAL INFORMATION.

BANKERS.—Imperial Ottoman Bank; Crédit Lyonnais; Thos. Cook & Son.

BATHS.—Care should be exercised in the selection. Yeshil Derek, near the Old Bridge, are said to be the best.

BAZAARS.—Most of the bazaars date from the beginning of the sixteenth century. Many, however, have been destroyed by the 1894 earthquake. They are situated at Stamboul, between the Burnt Column and the Stamboul Watch Tower. The principal entrance to the Grand Bazaar is near the Mosque of Bajazeh. It is possible to ride through them, but the innumerable alleys are too narrow for wheeled traffic. Bargaining is of course, essential, and some travellers recommend offering at first about one-third of the price asked. One of the most interesting of the bazaars is that devoted to books and MSS. Here excellent copies of the Koran can be obtained. Travellers should remember, however, that, as it is forbidden to sell a copy of the Koran to an unbeliever, a little diplomacy is required. The bookseller will refuse to sell outright, but the correct course is to ask the bookseller to present you with the copy, upon which the shopkeeper will agree, if in return you will make him a gift of so many piastres.

CAFÉS.—Splendide; Luxembourg; Turkish, on Galata Bridge. Coffee, 30 paras.

CAUTION TO PHOTOGRAPHERS.—Photographing in and around Constantinople is regarded with disfavour by the authorities. When visiting mosques or the Selamlik it is strictly forbidden.

CHURCH SERVICES.—British Embassy Chapel; Sunday, 11 a.m. and 4 p.m. Christ Church (Crimean Memorial), Rue Razidji.

CONSULS.—H.B.M. Consul, H. C. A. Eyres; Consulate near the Galata Tower. U.S. Consul, C. M. Dickinson; Consulate near Hôtel de Londres. Hours at each, 10 a.m. to 3 p.m.

Conveyances.—(1) *Cabs.*—All drawn by two horses. Fares, 5 piastres for ten minutes, or 15 piastres the hour (10 piastres after the first hour). By the course: Galata to Pera, 10 piastres; Railway station to Pera, 25 piastres. For excursions, bargaining advisable, but the following fares are usual:—Sweet Waters of Europe, 40 piastres; Yildiz Kiosque, 50 piastres; Therapia, 70 piastres.

(2) *Caiques.*—Some care should be used when embarking, as they are very light, and easily upset. The passenger sits on cushions in the well of the boat. Usual charges from Galata to Scutari or Haidar Pasha (terminus of the Asia Minor railway), 8 piastres; Ayub, 15 piastres; Seven Towers, 20 piastres; Sweet Waters of Europe and back, 25 piastres; across the Golden Horn, 1 piastre. By the hour: 5 to 10 piastres according to number of rowers and weather.

(3) *Funicular Railway.*—Galata to Pera, 30 paras. Trains every few minutes, from sunrise to two hours after sunset.

(4) *Tramway.*—Galata to Pera, 1 piastre; Pera to Sishli, 1½ piastres.

(5) *Saddle-horses.*—Ordinary ones stand for hire in principal streets. Usual charge from Galata to Pera, 5 piastres. For excursions these street-hacks are unsuitable. A good horse can be hired at a livery stable for 60 to 70 piastres a day. Turkish horses are not taught to jump, and therefore it is unwise to put them at anything. It would probably result in the rider being put off! *Bridge Tolls.*—10 paras; equestrians, 1 piastre; cab, 2 piastres. These are not included in the cab fares.

(6) *Steamers.*—The local steamers running to all the towns and villages on the Golden Horn are cheap (1 piastre), but not adapted for sight-seeing. The steamers on the Bosphorus are better (1 to 4½ piastres). Choose one of those flying both red and green flags, as they call at both shores. *Landing from Steamer* in an ordinary boat:—10 piastres (with a reasonable amount of luggage) is usually paid.

Excursions.—One day's excursions to British Cemetery; Bulgurin Hill (magnificent view); Scutari; Robert College, Bebek; Golden Horn; Bosphorus; Sweet Waters of Europe; Sweet Waters of Asia; Princes' Islands; Therapia. Two to three days' excursions to Broussa (Mount Olympus); Besika Bay (near the site of ancient Troy), some 180 miles from Constantinople.

GUIDES.—It would be advisable for the tourist on his first visit to hire a guide or interpreter (who calls himself a dragoman) —at all events, for the first day or so. The charges are high, however, 8 to 10 frs. being asked for a whole day.

HOTELS.—Pera Palace (one of the International Sleeping Car *hôtels de luxe*), from 25 frs.; Bristol, Londres, Angleterre, and Royal, 15 to 20 frs. Hotels Grand, Metropole, Grande Bretagne, and Continental, cheaper. Charges are higher in April and May.

LANGUAGE.—In the interior only Turkish would be understood, but in Constantinople Italian and French would serve. English would not be of much use, except at the hotels and principal shops. A useful phrase-book is Thimm's "Turkish Self-Taught," 2s., or cloth 2s. 6d., (Marlborough's Self-Taught Series).

MEDICAL.—Dr. Dickson, Dr. Patterson.

MOSQUES.—No firman necessary, but a charge of either 5 or 10 piastres is levied on each visitor.

ENGLISH NEWSPAPER. — Levant Herald. Weekly (Tuesday), 1 piastre. In French and English.

PORTERS (*Hammals*).—Usual charge with luggage, 5 piastres.

POSTAL.—The following Powers have a separate post-office:— Great Britain, France, Germany, Austria, and Russia. All at Galata. Mail to and from the United Kingdom daily. Rates: Letters, 1 piastre per ½ oz.; cards, 20 paras; newspapers, 10 paras per 2 oz. N.B.—There is no postal delivery in Constantinople. Foreigners must call for letters at their respective post-offices. Chief telegraph offices, Rue Tepe Bachi. Rate to the United Kingdom, 3 piastres per word. The Turkish Post-office, Pera Branch, is in the same building.

PRINCIPAL SIGHTS.—Mosques of St. Sophia, Bayazidieh (Pigeon Mosque), Osmanieh, Suleimanieh (Soliman the Magnificent), Valide-Sultaneh, Ayub, Hirka Sherif Djamissi; Bazaars (see above); Seraglio (permit from Embassy required); Museums— Imperial, Ancient Costumes (Janissaries); Walls and Gates; Obelisk of Theodosius; Serpent Column; Burnt Column; Hippodrome (Greek and Roman antiquities); Cistern of One Thousand and One Columns; Selamlik (see below); Monasteries of Howling and Twirling Dervishes; Aqueduct of Valens.

RESTAURANTS.—Splendide Café, Brasserie Viennoise, Grande Rue de Pera (usually called simply Grande Rue); Café del Genio, near Galata Bridge.

SELAMLIK.—The weekly procession of the Sultan to the Mosque is a very costly "sight," and unless the traveller can join a party he would not find that he got value for his money. The total fees amount to nearly £5, but the cost of the Imperial permit (*iradé*) is the same for one person as a party. It should be applied for through the British Embassy. The ceremony takes place every Friday, at the Yildiz Kiosque, at about 1 p.m. Morning (not travelling) dress should be worn, as the Selamlik is considered a Court ceremony. Photographing, as well as the use of opera glasses, is strictly prohibited.

The absurd restrictions which the Sultan recently attempted to enforce, which culminated in the demolition of the kiosk whence travellers used to view the Selamlik, brought about an extraordinary scene on one occasion. A tourist steamer having arrived at Constantinople, the passengers duly made their way on Friday to the Yildiz Kiosque, but, not finding any places reserved for them, stationed themselves in the best positions they could secure. Presently the troops came up and drove the tourists away. The officials were at their wits' end, and tried to explain matters to the angry throng of strangers and guides, all clamouring for admittance, and waving tickets from their various Embassies and Legations. Eventually the palace officials allowed the majority to get into the reserved ground, but surrounded them with an army of spies and detectives in plain clothes.

It is probable that the Strangers' Kiosk, admittance to which tourists for so many years past have looked upon as their prescriptive right, will be rebuilt.

SHOPS.—*Booksellers.*—McGill, 5, Passage du Tunnel; Keil, Grande Rue; Weiss, Grande Rue. *Chemists.*—Pharmacie Britannique, Grande Rue. *Photographers.*—Weinberg, Grande Rue. *Jewellers.*—Melkenstein Bros., Tunnel Square.

THEATRES.—Française, Concordia, Grande Rue, and Odeon. Café Chantant at Petits Champs Gardens.

TOURIST AGENTS.—Thos. Cook & Son, 12, Rue Cabristan.

Part VIII.—GREECE.

Routes.—The usual route from London is by steamer from Brindisi to Piræus. There is also the overland through route by the tri-weekly Orient Express *viâ* Venice and Belgrade to Salonica, thence by Austrian Lloyd steamers or local steamers to Piræus. Athens is the only Continental capital which cannot be reached by rail direct; but this reproach, when the railway between Salonica and Athens is finished, will be removed. When completed, this will place Athens within three days of London, and as the new railway has the uniform Continental gauge of 4 ft. 8 in., it will be possible to run through carriages from Calais to Athens.

Books of Reference.—The bibliography of Grecian travel is voluminous, but the following modern works should at least be consulted. Those marked with an asterisk should accompany the tourist:—

*Murray's "Handbook for Greece." 999 pp. Numerous maps and plans. 20s. 7th ed. 1900. Stanford. An invaluable *vade mecum*, one of the best of this well-known series.

Baedeker's "Greece." Good maps. 8s. 1894.

Macmillan's "Guide to the Eastern Mediterranean." 9s. net. Macmillan. 1891.

Murray, A. S. "Handbook of Greek Archæology." 1892.

*Professor Mahaffy. "Rambles and Studies in Greece."

*Guide Joanne. I. "Greece: Athens." 12 frs. II. "Continental Greece and Islands." 20 frs. Hachette. 1900.

Lewis Sergeant. "Greece in the Nineteenth Century."

Vincent. "Handbook to Modern Greek." Macmillan. 1893.

Brigandage (see also Turkey Section).—Brigandage in the Peloponnesus is now practically non-existent, but in the more remote parts of Thessaly and Macedonia this scourge of travellers must be reckoned with, and, except with military escort, it would be foolhardy to attempt a tour of any length in these districts without previously taking the opinion of the Consul as to the state of public security in unfrequented districts. An escort is, however, readily granted by the local authorities, and a gratuity of 4 to 5 frs. a day is usually given.

In this connection it may be said that the official warning of the Foreign Office (see below), though issued in 1881, cannot be regarded as out of date; and it will be seen that it applies to Greece equally with Turkey.

> "Her Majesty's Government have come to the conclusion that when British subjects are captured by brigands, when in no public character, but in pursuit of their own pleasures or business, no advance whatever for the purpose of ransom should, under any circumstances whatever, be made from the British Exchequer. Accordingly, instructions have been addressed to Her Majesty's Ambassador at the Porte, desiring him to make it known to British subjects who may be residing in any of the provinces of Turkey where brigandage prevails, that H.M.'s Government cannot in future undertake to make any pecuniary advances to ransom them from brigands in the event of their being captured, or to relieve them from the dangers they may incur from a residence in Turkish territory. The principle thus laid down applies to British subjects, not only in the Ottoman Empire, but in other countries, and it is desirable that the decision of H.M.'s Government should be universally known."

In addition to a passport the tourist should obtain through the Ambassador at Athens recommendatory letters to the local authorities in the districts to be visited.

Camping Out.—To see the interior properly a camping tour is the most satisfactory method. Avoid camping in the dry river-beds. "No matter how dry they are in

appearance, they are sure reservoirs of miasma." (Murray's Guide.)

Climate.—On the whole, the climate—notably of Athens—except that of winter, may be described as mild and genial, the atmosphere being remarkably clear. But there is great variety. Indeed, a reliable authority declares that in no country of the same limited area is so great a variety of climates to be found as in Greece.

The winter is short, but severe, and spring is the ideal season for travellers and tourists. Next to spring, the late autumn is the best season. February is the rainy month, and this month and January are the coldest months, while the greatest heat is experienced in July and August.

Diet.—Butter is practically unobtainable in the interior of Greece, and the traveller should provide himself with a few pots of marmalade or jam as a substitute. In the country markets mutton, kid, poultry, and game are usually obtainable. But it would be well to ascertain the dates of the various fast-days (there are, for instance, *four* Lents in the Greek Church), as on these days the markets are usually closed.

Melons are plentiful in Greece, but should be eaten with caution, as they are often grown in marshy land or irrigated with stagnant water. It is a wise precaution to take ginger with them.

Distances.—As in all Oriental countries, distances (except on railways and high roads) are counted in hours—five to six kilometres (about $3\frac{3}{4}$ miles) being reckoned as an hour's journey, whether on horseback or on foot.

Dragomans.—The usual wages are 7 frs. a day. But the best plan would be to engage a responsible dragoman in Athens, who would undertake all expenses at a daily inclusive charge, including all travelling expenses, railways, steamers, hotels, horses, grooms (one for each member of

the party), cook, camping equipment, and food, of about 45 frs. a head for three persons; proportionately less for a larger party.

Wine of the country (see below) is usually included in this charge, but it is better for a long tour to hire an extra mule or horse, and carry a supply of unresinated wine, which can be bought at Athens, Corinth, Patras, or Nauplia.

It would be rash for any English tourist, unless he speaks the language with facility, to attempt a camping or riding tour without a dragoman. "It is not merely a question of capacity or inclination for roughing it. The unaccompanied traveller would be often obliged to carry his own bed and cook his own dinner. For ten days together in the Peloponnesus he might not pass a single inn, and it is doubtful whether he could persuade any cottager to place a room for the night at his disposal—though a dragoman, being well known in the village, can arrange this without difficulty." (Murray's Guide.)

Hotels.—With the exception of the two leading hotels at Athens, there are no hotels in the country which would rank as first-class in France, Italy, or Switzerland; indeed the only hotels, as distinct from inns, in the whole of Greece are at Athens, Corinth, Corfu, Nauplia, Olympia, and Patras. At these payment in gold is expected, so travellers would not benefit by the exchange as in the case of inns where paper drachmai are accepted. A peculiarity of Greek inns is that a traveller is charged literally for a bed and not a room, and as a bedroom often contains three or four beds the traveller requiring a separate room has to pay for all the beds. The usual *pension* charges at these better-class inns, where the food at all events is plentiful and tolerably cooked, would range from 8 to 12 drachmai a day.

Then there are third-class inns, where, though the food is tolerable, the sleeping accommodation is very poor.

Indeed, travellers are advised to regard these as *khans* merely, and bring their own bedding. The *khan* is a rough and very primitive travellers' rest, but might serve as an alternative to camping out in bad weather.

Language.—A smattering of modern Greek, which should include the numerals and a few phrases in common use, is easily acquired, and for travel in the interior is absolutely necessary. A classical scholar will occasionally find that ancient Greek, pronounced as Italian, will be understood. Failing Greek, Italian is the most useful language, especially at seaports; but in Athens the most useful foreign languages are French and English, and here Italian is of little use. Marlborough's "Italian," and "French Self-Taught," containing conversations for travellers, might be found useful.

Maps.—The best modern map is the French one, prepared by the Depôt de la Guerre, Paris, in thirty-two sheets, at 7 frs.

Cycling.—The duty is 13 drachmai on each machine, irrespective of weight or value. It is rarely refunded. Bicycles accompanying the passenger are carried free on railways.

Money.—Greece having joined the Latin Monetary Union in 1872, the currency follows the French and Italian system, a drachma being equivalent to a franc, and a lepton to a centime. The popular currency is paper (beginning with notes of one drachma), which is much depreciated, the exchange varying from 30 to 35 drachmai for the sovereign, and it has been as high as 40. Consequently, the bills at the principal hotels and at foreign steamship companies must be paid in gold.

Railway Travel.—Considering the mountainous character of the country and the sparseness of the population, Greece is well served with local railways. First-class travel (by the inhabitants as distinct from foreigners) is more usual than in France or Italy, and the carriages are generally

crowded. All compartments are virtually smoking ones. Refreshments, except of the lightest, can seldom be obtained at the stations. On Thessalian railways the guard has a curious custom of stacking the tickets, when he has punched them, in a row underneath the rack above the traveller, and removing them as each passenger reaches his destination.

Steamers.—The local steamers, which are much used in the summer, offer the cheapest travel in Europe. For instance, the first-class fare from Piræus to Nauplia is only one drachma, while from Piræus to Volo (120 miles) the fare is only 1½ drachmai.

Season.—For Athens the winter and early spring are the best months, but for the interior April and May are the most suitable for travelling. June and July are apt to be oppressively hot inland.

Sport.—Woodcock, snipe, and quail are plentiful in many parts of Greece—except, of course, in the neighbourhood of towns, where the country is almost denuded of game. The season is from September or October to March; for quail, the autumn (when they are at their best), and March and April. The close season for most game is from the middle of March to the end of July, but there is no restriction as regards big game. The only big game at all plentiful are wild boars, wolves, and deer, while chamois are to be found in the highlands of Macedonia and Thessaly. There is practically no law of trespass in Greece so far as the sportsman is concerned, and he will be unmolested so long as he respects growing crops and vineyards. Nor is there any game license required; but a gun license, costing a few drachmai, must be obtained, and this is usually procured through the traveller's Consul.

Water (see Hints to Explorers).—Though good springs abound in Greece, travellers will occasionally have to drink well or surface water. This should invariably be boiled.

Part IX.—CYPRUS AND MALTA.

Cyprus holds a most anomalous position among the British possessions. Technically, it is still, like Egypt, a part of the Sultan's dominions, though it is governed and occupied by Great Britain. In short, our tenancy of the island might be compared to that of a tenant on a 999 years' lease, Turkey being the ground landlord, and the rent being represented by the annual tribute paid to the Porte.

To all intents and purposes, then, Cyprus is a British Colony, and this of course affects the comfort and safety of the tourist, the island being almost as safe for travellers as the Isle of Wight or the Isle of Man.

Routes.—The direct route is by the Austrian Lloyd mail service leaving Port Said on Wednesday in connection with the P. & O. India mail service from Brindisi, and reaching Larnaka (the principal port of Cyprus) on Thursday. Consequently, Cyprus is nearly a week from London by the quickest route. Fare from Port Said, £2 first class ; time, 24 hours. Cyprus can also be reached from Alexandria by a steamer of Bell's Asia Minor S.S. Co. Fare £3. Then there is the fortnightly service of the Messageries Maritimes from Marseilles, *viâ* Smyrna and Beirût or Alexandria alternately, but this can only be recommended to tourists with plenty of leisure.

From Great Britain the only passenger steamer service is that of the Prince Line, leaving every fortnight, the fare being £18.

Books of Reference.

H. Rider Haggard. "A Winter Pilgrimage." Longmans.

W. H. Mallock. "In an Enchanted Island: Cyprus." Bentley. 1889.
Sir J. T. Hutchinson. "Handbook of Cyprus." 2s. 6d. Waterlow. 1901.
Sir Lambert Playfair. "Mediterranean Islands." 21s. Stanford. 1890.
"The Eastern Mediterranean." 9s. net. Macmillan. 1901.
E. Vizetelly. "From Cyprus to Zanzibar."

Climate.—The winter climate is good, even in the plains, and fairly bracing. The rainfall is slight, and the temperature varies from 40 to 60 degrees Fahr. The summer on the plains is, however, intolerably hot, the thermometer occasionally registering 105, and frequently 100 degrees. But residents manage to spend the hot season comfortably on the Troodos mountains, where a summer camp is established.

Distances.

Larnaka to Port Said	... ...	258 miles.
,, ,, Alexandria	... ...	300 ,,
,, ,, Smyrna	... ...	619 ,,
,, ,, Valetta (Malta)	...	1,117 ,,

Hotels.—There are only three or four hotels, properly speaking, in the whole island, namely, two at Nikosia, one at Larnaka (the Royal), and one at Limassol. This fact alone shows how little the country is visited by tourists. As in Greece, it is best in the interior to hire a room at the town or village where the traveller proposes to pass the night. "As a rule, the traveller has to carry his own provisions and cooking, and he is lucky if he finds a room free from fleas and bugs; and sanitary arrangements, where they exist at all, are generally primitive and filthy."

Language.—Modern Greek is spoken by the majority of the Cypriotes. In the towns, modern Greek, Turkish, and English are the three languages officially recognised in the

law courts and Government offices. In the country, though modern Greek is understood, a composite Greek dialect, with a large admixture of Turkish, Arabic, and Italian words, is spoken.

Locomotion.—There are as yet no railways or tramways in the island, but surveys have been made for a railway from Nikosia to Famagusta, and from Nikosia to Larnaka. The usual mode of transport is by mules, for which a charge of 2s. to 3s. a day is made for an excursion of several days. For "posting," the following are the usual prices paid by residents, though tourists would naturally be expected to pay a little more:—

	Carriage.	Mule.
Nikosia to Famagusta	22s.	5s.
,, ,, Kyrenia	16s.	3s.
,, ,, Larnaka	10s.	4s.
,, ,, Limassol	30s.	8s.
,, ,, Troodos	(No carriage road)	5s.
Larnaka to Famagusta	15s.	4s.
,, ,, Limassol	20s.	6s.

Maps.—The most convenient for the tourist is the one published by Stanford. Scale, 5½ miles to an inch.

Money.—The unit is the Cyprus piastre. Copper coins: quarter, half, and one piastre (value about 1¼d.). Silver: 3, 4½, and 18 piastres. Gold: English sovereign (value about 180 piastres). No note currency. The silver coinage is of special interest, as being the last struck during the reign of Queen Victoria. The piastre is usually described as copper piastre (c.p.), to distinguish it from the silver piastre (2d.) of Turkey, but the word piastre is not used by the Cypriotes; the coin is called *Grosha* by them.

Postal.—The postal communications with the United Kingdom and the Continent are poor, there being only one regular mail weekly. Transit nine days. Rates: (1)

Letters—inland, ½ p., Great Britain, ¾ p.; and other countries, 2 p. (2) Parcels—under 3 lb., 1s.; under 7 lb., 2s.; under 11 lb. (limit), 3s.

Telegraphs. — The Eastern Telegraph Co. have a direct cable to Alexandria, and the Ottoman Telegraph Administration have one to Beirût, but the latter is often suspended, and in any case irregular. Rate to the United Kingdom 1s. 7d. per word; France, 1s. 5d.; Italy, 1s. 3s.; Alexandria, 9d.; New York, 2s. 3d.

The inland telegraphs are worked by the Ottoman Administration. Rate, 1s. for 20 words, and 6d. for every additional 10 words.

Sport.—Cyprus may be considered a fair sporting country, snipe, partridge, woodcock, with wild duck of all kinds, being found in considerable numbers, and these afford the best sport. Then quail and sand grouse are occasionally found. There is hardly any big game in the island except moufflon, which, however, are protected and can only be shot by those possessing a special permit from the High Commissioner, while 10s. poll-tax on each moufflon killed has to be paid. These so-called wild sheep, though they are more nearly allied to the deer, are becoming scarce, but are still to be stalked in the Troodos mountains. As to the sportsman's equipment, long shooting boots of black or white leather made at Rhodes are the best for shooting excursions on account of the thick scrub. A pair made to to order at Nikosia or Larnaka would cost about 20 frs.

No game license is required, but a license of 10s. a year to carry a gun must be obtained. It is, indeed, necessary to pay this tax in order to get a gun passed through the customs. The close season for moufflon, hares, and partridges is from February 15 to August 12, for snipe, woodcock, and wild duck, from March 15 to September 1st.

Weights and Measures.

1 Cyprus litre	=	2 quarts and 4-5ths.
1 Oke ...	=	2 lbs. and 4-5ths.
1 Oke (liquid)	=	1 quart.
Ora ...	=	about 3 miles.
Mile ...	=	1 English mile.

Wines.—The production of wine is considerable, amounting to over two million gallons per annum, but its cultivation and preparation are chiefly in the hands of small growers who use primitive methods. Consequently the native wine is coarse and heady, and does not keep well. The famous Commanderia brand is however an exception. This wine is sweet and rather resembles Madeira. Indeed it is said when pernosphora or phylloxera killed many of the vines in Madeira some years ago, they were replaced by Commanderia cuttings from Cyprus.

MALTA.

Malta offers a striking cóntrast, both physically and socially, to Cyprus. The latter island is particularly attractive to the artist, antiquarian, or sportsman, who would consider Malta commonplace or banal in comparison. To ordinary tourists and holiday-makers, however, Valetta would serve as a delightful winter retreat. Public amusements are plentiful and cheap, while those furnished with introductions would have plenty of opportunities of indulging in the innumerable gaieties of a popular and fashionable military and naval station. The hotels are reasonable in price, and living expenses in general are far lower than at the fashionable Mediterranean resorts.

Routes.—The direct mail route is *viâ* Sicily (Syracuse) by which Malta is brought within four days of London. There are also the regular weekly services of the French Transatlantique Co. from Marseilles on Friday, and of the Italian Company (Florio Rubattino) on the same day from Naples *viâ* Syracuse.

By sea Malta can be reached direct in from 8 to 10 days by the P. & O., City, Prince, Moss, and other lines.

Fare from £12 to £16, 1st class.

Amusements.—Good theatre, and prices moderate, only 3s. for an orchestra stall. Numerous sporting clubs—polo, golf, cricket, tennis, &c. Fortnightly gymkhanas. Yachting, sailing, and boating, excellent.

Books of Reference.—

Critien's "Malta Guide." Critien, Malta.
Murray's "Mediterranean Islands." 21s. Stanford. 1900.
Murray's "South Italy." 6s. Stanford. 1889.
Baedeker's "South Italy." 6s. Dulau. 1876.
Macmillan's "Eastern Mediterranean." 9s. nett. 1901.
Joanne's "Egypte." 30p. Hachette. 1901.
Reynolds-Ball's "Mediterranean Winter Resorts." Vol II.
Rev. W. K. R. Bedford's monograph on "Malta" (special number of The Portfolio). 2s. 6d. Seeley.

Climate.—The winter climate is mild and equable, but not so dry and bracing as that of Egypt or even the Riviera. The rainfall is heavy, especially in October. But the windiness and absence of shade are the great drawbacks to Malta from a climatic point of view.

Conveyances.

(1) *Cabs.* Tariff, 3d. per half-mile, 1s. 6d. per hour.

(2) *Boats.* Between Valetta and Sliema (also a steam ferry), 3d. Per hour, 1s.

(3) *Carriages.* 5s. to 6s. for the afternoon or 10s. the day.

Guide.—Hardly necessary, except for hurried tourists. Tariff, 2s. for first hour, and afterwards 1s.

Hotels.—Wide choice of hotels. The most fashionable is the Grand, terms somewhat high—about 12s. a day. Others frequented by English visitors are: Angleterre, Imperial, Great Britain, Royal, Imperial (Sliema), Morell's (private), with prices from 8s. a day.

Language.—In Valetta English and Italian, in the interior only Maltese is understood as a rule. This is an Italian dialect with a large admixture of Arabic. Thimm's "Italian Self-Taught" will prove useful.

Maps.—Stanford's Ionian Islands and Malta (2 miles to an inch), 3s. Part 15, Twentieth Century Atlas, 6d.

Money.—English coins alone legally current, but francs are seldom refused.

Postal.—Post daily to and from the Continent *viâ* Syracuse. Transit 3½ days. Letters 1d. per ½ oz.; inland ½d. per ½ oz. Telegrams to the United Kingdom 6d., Italy 3d., and France 4d. per word.

Sport.—No shooting worth speaking of in Malta, but some quail and wild fowl shooting to be had at the neighbouring island of Gozo. Sea-fishing affords good sport.

TABLE OF MONIES WITH APPROXIMATE ENGLISH AND AMERICAN VALUES.

Morocco (Spanish money legal tender; p. 67).

	£	s.	d.		$	c.
Alfonso (25 pesetas) ... ... =	1	0	0	or	4	85
Peseta ... ... =	0	0	9½	,,	0	19
Sebouia (Morocco coin = 50 centesimas) =	0	0	4¾	,,	0	10
Small sebouia (25 centesimas) ... ... =	0	0	2½	,,	0	5

Algeria and Tunisia (French money; pp. 77 & 84).

Napoleon (20 francs) ... ... =	0	16	0	,,	3	90
Franc (100 centimes) ... ... =	0	0	9½	,,	0	19

Egypt and the Nile (p. 87).

100 piastres (gold)... ... ... =	1	0	6	,,	5	0
20 piastres (silver) ... ... =	0	4	1	,,	1	0
1 piastre (silver) ... ... =	0	0	2½	,,	0	5
1 millième ... ... =	0	0	0¼	,,	0	0½

Also ½ & ¼ millième (2 para & 1 para pieces).

Palestine and Syria (Turkish money; p. 109).

Lira (gold = 100 piastres) ... ... =	0	18	0	,,	4	36
Medjidieh (silver = 20 piastres)... ... =	0	3	7	,,	0	87
Piastre (40 paras) ... ... =	0	0	2½	,,	0	5

Turkey (see above; also p. 115).

Greece (p. 127).

20 francs (gold = 30 to 40 paper drachmai) =	0	16	0	,,	3	90
Drachma (or franc = 100 lepta) ... =	0	0	10	,,	0	20

Drachma (paper) = from 6d. to 8d., or 12c. to 16c.

Cyprus (p. 131).

Sovereign (English = 180 piastres).

Piastre or grosha (silver, Turkish) ... =	0	0	2	,,	0	4
Piastre (copper) ... ... =	0	0	1¼	,,	0	3

Malta (English money; p. 135).

APPENDIX.

SOME POINTS OF FRENCH RAILWAY LAW.

It is to be feared that many English travellers in France expect to find the same laws and regulations obtaining on French railways as they are accustomed to at home, and when they realise that they are very different, are too apt to resent it—an attitude which occasionally results in collision with the officials.

The following hints on points of railway customs and etiquette in connection with which trouble often ensues, may not, perhaps, be superfluous.

1. *Claim to a Seat.*—The right to a seat, which has been engaged by placing upon it a coat or some other article, has actually been legalised by a recent test case in the French law courts, though this right in England depends, of course, solely upon custom, and cannot be enforced. Not only this, but in France each passenger is legally entitled to the use of that portion of the rack and floor immediately above or below his seat.

Passengers have a right to reserve their seats by placing parcels or newspapers, &c., on them, but, if they cover more than one seat for each person, they are liable to lose all the places.

2. *Control of Windows.*—English travellers often complain of the tendency of French travellers to keep the windows closed unnecessarily. It is the best policy to put up with this annoyance, as an appeal to the guard will not as a rule be successful. His sympathies are likely to be with his compatriots, who regard the love of English people for open windows as a foolish fad, and one, too, which is actually dangerous to health.

As a matter of custom, the passenger sitting next to the window, and facing the engine, has the control over it, but any other passenger has the right of appealing to an employé to settle the question whether the window should be up or down.

3. *Smoking Carriages.*—The rule for smoking on French railways is the reverse of that which obtains in England. Though carriages for *fumeurs* are provided, smoking is permitted in any carriage with the consent of the occupants, and in practice almost every compartment except those labelled *dames seules* is a smoking one.

4. *Tips to Porters.*—English travellers are apt to inveigh against the greed and rapacity of French porters, especially at Paris stations.

This is probably due to ignorance of the fact that at Paris termini the *facteur* who fetches a cab from outside the station—and this is usually necessary—is entitled to a gratuity, and in Paris one franc is customary. This being the case, the traveller who presents him with a few coppers (which would be civilly accepted at a London station) must not be surprised if he be confronted with black looks.

5. *Customs Examination.*—At Calais, Boulogne, or Dieppe, the traveller should be on his guard against accepting the services of a man in semi-uniform (not a porter) who will offer to see the traveller's luggage through the Customs. His services will cost a fee of 2s. 6d.

6. *Liability of French Railway Companies for Non-punctuality.*—Railway companies are bound to carry their passengers within the hours fixed by their time-tables, and in case of non-observance of this law the company is liable to an action to recover compensation for any loss that may be suffered by a passenger, but the loss alleged to have been suffered must be a definite one, and not merely hypothetical. For instance, if a passenger takes a train for the purpose of signing a contract, the terms of which have already been agreed upon, and which must be executed by such a date, then the passenger would be justified in claiming compensation for any loss that he can prove to have suffered through not arriving in time to complete the contract; but his claim would be bad, if he were merely making the journey for the purpose of considering the terms of a contract which might or might not be carried out.

THE LEGAL ASPECT OF HOTEL VISITORS IN FRANCE.

EVEN experienced travellers are lamentably ignorant of everything pertaining to the law of hotel-keepers, which directly concerns hotel visitors. So a few hints on the subject may perhaps prove of service to travellers in France.

In the absence of an agreement about *pension* terms, the room is presumed to be taken by the day, and subject to the usual custom of the house (*e.g.*, giving notice before noon) the visitor is entitled to leave without notice at any time.

The hotel proprietor is responsible for the safety of his visitor's property, *in spite of the usual notice exhibited in bedroom, &c., dis-*

claiming this responsibility. But in the case of loss of money or securities payable to bearer, which have not been deposited with him, he need not make good the loss beyond the amount of 1,000 frs. The English law, which has recently been exemplified by an important action (summarised below), is to a large extent analogous.

A new terror, indeed, is added to the life of an hotel proprietor by the decision in an action brought last year against the Gordon Hotels Company for the recovery of a large sum, representing the value of jewellery stolen from a room occupied by the plaintiffs while guests at one of their hotels. Though the owners of the jewellery had not taken the precaution to deposit the jewellery with the proper officials, the jury held, notwithstanding, that there was no contributory negligence on their part; but found, on the contrary, that they had exercised "ordinary and reasonable care, such as a prudent person might reasonably be expected to use," and held the defendant company responsible for the entire amount claimed.

This certainly seems hard on hotel proprietors in general, however gratifying the verdict may be to the travelling public.

I may appropriately conclude these hints with a reference to the so-called "death duties" levied by most hotels for *préjudice causé à l'hôtel* in case of death. This is, however, rather a question of custom than express legal enactment.

Any actual cost incurred by making good any damage caused by the illness and death in putting the bedroom into a proper sanitary condition—re-papering, white-washing, renewing curtains, &c., must of course be paid by the representatives of the deceased.

But any charge for "moral damages," by way of indemnity for supposed loss of custom, can, and should, be resisted. Speaking generally, if a sum exceeding 500 frs. be demanded, legal advice should be sought with a view of resisting the claim, or, at all events, the advice of the nearest British Consul should be taken.

In Montreux, indeed, the proprietors have decided on a uniform tariff of charges for deaths occurring in any of the hotels of that town. A sliding scale has been adopted as follows:—For death from natural causes, the relatives of the deceased will pay from 200 to 300 frs.; for a death due to a non-contagious disease, 300 to 400 frs., while for a death resulting from a contagious disease, 400 to 500 frs.

It may be observed that legally an hotel-keeper has no claim whatever (though this is usually made) against a visitor who contracts an infectious disease whilst staying at his hotel, unless the visitor is requested to leave and declines, provided he can do so without endangering his health.

BRITISH v. CONTINENTAL HOTEL CHARGES.

THE holiday touring season almost invariably produces a crop of letters to the papers complaining of alleged over-charges at Continental hotels, and in many cases the aggrieved correspondents are apt to compare these hotel charges with the tariffs obtainable at English hotels, to the advantage of the latter. Such sweeping comparisons are, of course, futile. It is necessary to discriminate between the different classes of hotels. As regards large, fashionable, up-to-date hotels "du premier ordre" (those, for instance, where each bedroom has a separate bathroom attached to it—an excellent test of the modernity of an hotel) there is little difference in prices between English and Continental hotels. But in the case of good second-rate houses, using this latter epithet to denote any hotels not of the first rank, there can be no question but that English hotels are very much dearer than Continental ones.

Indeed, in most European countries there are certain districts where hotels offering reasonably good accommodation are at least 25 per cent. cheaper than any in England, except those which are little more than public-houses or wayside inns. For instance, in the Italian and Levantine Rivieras, in the Belgian Ardennes, on the shores of the Lake of Geneva, in Brittany, Normandy, Tyrol, Black Forest, Norway, Sweden, &c., there are innumerable hotels where good cooking and tolerable service are obtainable at five shillings or so a day.

Even at great tourist centres like Nice, where it is popularly supposed that hotel charges are exorbitant, old travellers who know the ropes will have no difficulty, owing to the great competition, in finding good accommodation at eight or nine francs a day.

It is as easy to find isolated cases of monstrous overcharge for "extras" at English as at Continental hotels. For instance, I can cap a charge of 40 piastres (8s.) for a cup of chicken broth at a fashionable Cairo hotel, with the preposterous charge of 2s. for a glass of milk at a well-known Bath hotel.

It is indisputable that the refusal of English hotel guests to conform to the customs of the country is largely responsible for the alleged excessive charges which form the subjects of the innumerable letters to *The Times* in the holiday season. If visitors would take their meals at the usual time, and not demand extras or comestibles and liquors foreign to the country, they would be able to keep their hotel expenditure within reasonable limits.

(For further information on these subjects, consult "French Laws for the Anglo-Saxon," by Mr. Arthur S. Browne; Galignani, Paris).

WELLCOME LIBRARY

The OUTSTANDING QUALITIES of the

BLICKENSDERFER TYPEWRITER

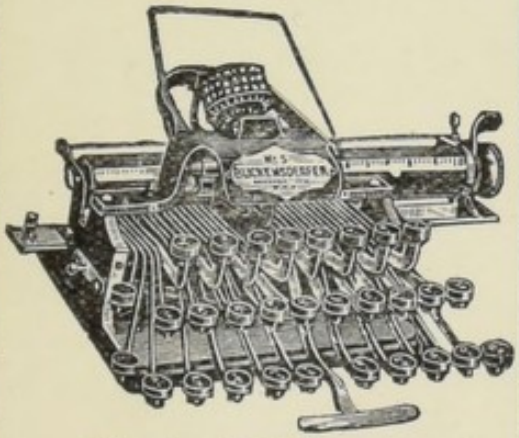
Moderate Price! ARE *Great Strength!*

Small Size!

(though by no means the only ones).

No. 7. PRICE £11 11s.

Less 21/- for cash with order.



No. 5. PRICE £9.

No. 5 in special travellers' case (to lock), holding paper and other requisites, £9 15s.

Both less 12/- for cash with order.

THE first and third are apparent to the most casual observer, and not infrequently lead to very erroneous conclusions. The second is soon revealed to the trained mechanic as he examines the construction of the machine, and to the swift operator in its daily manipulation. The combination is unique and attractive, the portability of the machines make them favourites with all who have to use a Typewriter which can be readily handled.

Send for List No. 72, and the "Case for the Blickensderfer," showing how it unites the good points of other machines at half their cost.

Look out for "THE BLICK" Electric.

Blickensderfer Typewriter Co.,

NEWCASTLE-ON-TYNE.

London Depot: 9, CHEAPSIDE.

(West End Agency: 195, Oxford Street.)

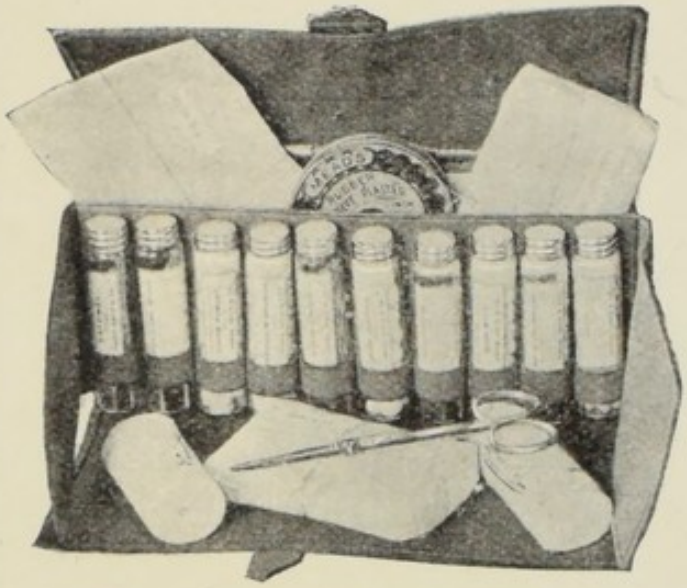
Also at BIRMINGHAM, MANCHESTER, LIVERPOOL, LEEDS, GLASGOW, EDINBURGH, and DUBLIN.

The "P., D. & Co."

MEDICINE CASES AND CHESTS

ARE SPECIALLY ADAPTED FOR

Travellers, Missionaries & Colonists.



The "Travellers' First Aid" Case.

COMBINING

Compactness, Lightness, and Durability.

they possess the principal essentials necessary in any traveller's equipment.

They are made in variety suitable for the individual traveller or an expedition.

Efficiency, Permanence, and Reliability

are secured by the employment of our standardised Drugs in the form of

Compressed Tablets, Coated Pills, Fluid Extracts, &c., &c.

SUPPLIED BY ALL CHEMISTS. FULLY ILLUSTRATED CATALOGUE FROM

PARKE, DAVIS & Co.,

111, Queen Victoria Street, LONDON, E.C.

Telephone No.: 5940 BANK. Telegraphic Address: "CASCARA, LONDON."

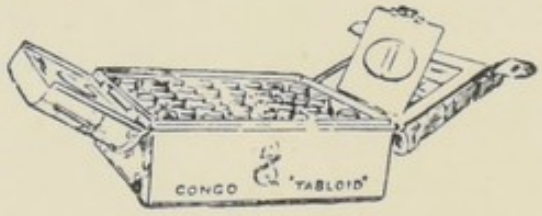
U.S.A.: *DETROIT, NEW YORK, CHICAGO, &c., &c.*
CANADA: *WALKERVILLE, MONTREAL* **AUSTRALIA**: *SYDNEY.*
INDIA: *SIMLA.*

TRADE MARK

'TABLOID' Brand Medicine Chests and Cases

'TABLOID' MEDICAL OUTFITS are the best and most compact equipments for use abroad.

Being fitted with 'Tabloid' and 'Soloid' Products they supply the finest materials divided into accurate doses ready for use without weighing or measuring. 'Tabloid' Equipments have been used by all the leading explorers and travellers of recent years. Amongst the many expeditions to which they have been supplied may be mentioned Nansen's, The Duke of Abruzzi's, the Jackson-Harmsworth, Peary's and Wellman's Arctic Expeditions.



Lists giving full particulars of all sizes and designs from pocket-cases to ship's chests sent gratis on request.

Sold by all chemists throughout the world.
Estimates made for special equipments.

BURROUGHS WELLCOME AND CO.,

LONDON, CAPE TOWN AND SYDNEY, N.S.W.

[COPYRIGHT]

The Ideal Antiseptic & Disinfectant.

IZAL

Non-Poisonous. Non-Corrosive.

— FLUID, POWDER, SOAP, CREAM. —

Mixes with equal readiness in Salt, Brackish, and Fresh Water.

OFFICIALLY ADOPTED BY

HIS MAJESTY'S GOVERNMENT.

USED BY THE BRITISH ARMY THROUGHOUT THE SOUTH AFRICAN CAMPAIGN.

The Safest and Surest Protector against Fevers, Plague, Small Pox, Diphtheria, and all other Infectious Diseases.

IDEAL FOR DOMESTIC USE.

The "IZAL RULES OF HEALTH," *by Dr. Andrew Wilson, F.R.S.E., sent Post Free on application.*

Of all Chemists, in Bottles at **6d., 1s., 2s. 6d.** each.

"The best and surest in the world."—GORDON STABLES, M.D., R.N.

Manufacturers:

NEWTON, CHAMBERS & Co., Ltd.,

THORNCLIFFE, near SHEFFIELD.

Protection *from* Chill.

JAEGER

PURE WOOL

CLOTHING & BEDDING.

Health and Comfort combined with Elegance.

"HEALTH CULTURE."

Dr. Jaeger's interesting book (194 pp.) sent free, together with Illustrated Price List.

A JAEGER RUG.
The Traveller's Delight.

A JAEGER
PURE WOOL PYJAMA SUIT.
Write for patterns.

LONDON:

126, Regent Street, W.
456, Strand, W.C.
30, Sloane Street, S.W.
115, Victoria Street, S.W.
(Six doors west of Army and Navy Stores.)
85 & 86, Cheapside, E.C.

SEA-SICKNESS IS PREVENTABLE

Extract from "Truth," *June 26th* (p. 1605).

"SOME years ago Lord Acton wrote me a letter in the interests of those who suffer from sea-sickness. He was, he said, a bad sailor, but he had recently crossed to Holland. A heavy gale prevented landing, and the boat on which he was, pitched and tossed outside the harbour during the entire night. He almost alone was not sea-sick, for even the captain and many of the crew were. He ascribed his immunity to having taken a dose of Yanatas before embarking. I published the letter, but at his request I did not say by whom it was written. I, too, am by no means a good sailor. If it is rough I am always just going to be sick, if not quite. The other day I bought myself a bottle of this remedy and took it. Although very rough between Dover and Calais, not only was I not sick, but I looked on with the air of the hardy and seasoned tar whilst most of my fellow passengers succumbed. As Lord Acton is now dead, I think that his personal experience may be useful to many. N.B.—I have not a notion of what Yanatas is composed, and I am not one of its proprietors."

YANATAS

ABSOLUTELY PREVENTS SEA-SICKNESS AND TRAIN SICKNESS.

IS A NERVE SEDATIVE AND A SAFE AND SURE REMEDY FOR SLEEPLESSNESS. ENDORSED BY ROYAL FAMILIES OF EUROPE, CLERGY, AND PHYSICIANS.

On Sale at all Chemists, **2/9** and **4/6** per Bottle (post paid 3d. extra)

SPECIAL DEPOTS.

CHARING CROSS:—**STARKIE, Grand Hotel Buildings, S.W.** VICTORIA:—**P. C. BAKER, 174, Victoria Street, S.W.** CANNON ST.:—**H. G. HUNT, 30, Walbrook, E.C.** FENCHURCH ST.:—**LAMPLOUGH, 42, Fenchurch St., E.C.** LONDON BRIDGE:—**HOOPER & Co., 3, King William, St. E.C.** SOUTHAMPTON:—**GOATCHER, High Street.** IRELAND:—**THOMAS RITCHIE. 43, Dame St., Dublin.** FRANCE:—**The "Pharmacie Normale," 19, Rue Drouot, Paris.** BERLIN:—**Sold by F. L. HARNISCH, 22, Potsdam Strasse.**

Offices:—YANATAS, Ltd., 3, Arundel St., Strand.

WORLD TRAVEL

ORGANISED BY

Dr. HENRY S. LUNN, M.D., F.R.G.S.,
W. HOLDSWORTH LUNN and CONNOP F. S. PEROWNE.

WINTER CRUISES TO PALESTINE AND EGYPT

on the S.Y. "Argonaut," Tonnage 3273, H.P. 4000. Electric Light. First class cuisine.

Sailing from Marseilles to Naples, Katakolo (for Olympia), Piræus (for Athens, Beyrout (for Damascus), Haifa (for Galilee), Jaffa (for Jerusalem), Alexandria (for Cairo), Malta. **A thirty-nine days cruise for 28 guineas** and upwards. Return ticket, London, Paris, Marseilles included. Special camping tours from Damascus to Jerusalem, or from Haifa to Jerusalem, can be arranged if desired.

£10 10s. and £13 13s. Tours to Rome.

Optional extensions to Naples, Florence, Venice, and the Italian Lakes.

£10 10s. Winter Skating and Tobogganing Tours.

Full particulars from the Secretary, **5, Endsleigh Gardens, Euston, N.W.**

Dr. J. Collis Browne's CHLORODYNE.

THE ORIGINAL AND ONLY GENUINE.

ORIGINAL AND

ONLY GENUINE

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for **Coughs, Colds, Consumption, Bronchitis, Asthma.**

CHLORODYNE effectually checks and arrests those too often fatal diseases: **Diphtheria, Fever, Croup, Ague.**

CHLORODYNE acts like a charm in **Diarrhœa,** and is the only specific in **Cholera** and **Dysentery.**

CHLORODYNE effectually cuts short all attacks of **Epilepsy, Hysteria, Palpitation,** and **Spasms.**

CHLORODYNE is the only palliative in **Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.**

The Illustrated London News of Sept. 28, 1895, says:—"If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should say CHLORODYNE. I never travel without it, and its general application to the relief of a large number of simple ailments forms its best recommendation."

OF ALL CHEMISTS 1/1½ 2/9, 4/6.

ANGLO-AMERICAN

Nile Steamer and Hotel Co.

Regular Tourist Service to 1st and 2nd CATARACTS, starting from Cairo every Friday by the

'VICTORIA,' 'PURITAN,' & 'MAYFLOWER.'

Bi-weekly Rapid Express Service between LUXOR and ASSOUAN.

DAHABEAHS and STEAM TUGS for HIRE.

STEAMERS for PRIVATE PARTIES.

Steam Launches for local Excursions, Sakhara Barrage, etc.

SAVOY HOTEL,

ELEPHANTINE ISLAND, ASSOUAN.

The finest Hotel South of Cairo.

For all particulars, &c., apply at the Chief Office of the

ANGLO-AMERICAN NILE STEAMER & HOTEL Co.,

Continental Hotel Buildings,

Sharia Boulac, CAIRO.

LONDON OFFICE:—72, REGENT STREET, W.

NEW YORK OFFICE:—111, BROADWAY.

THE WORLD-RENOWNED

Shepheard's Hotel,

CAIRO.

A Modern Establishment in every respect, fitted with Oriental Magnificence.

The best place to reside during a stay in the ancient City.

Situated in the heart of Cairo, surrounded by beautiful Gardens.

CHAS. BAEHLER, *General Manager.*

Ghezireh Palace Hotel.

A Magnificent Palace on the West Bank of the Nile; the home of the late Khedive Ismail (Pacha).

Adjacent to the Sporting Club Ground and Race-course.

Golf, Tennis, Cricket, Rackets, Croquet, Polo.

The Hotel is situated in an extensive park, the daily rendezvous of the Elite of Cairene Society.

CHAS. BAEHLER, *General Manager.*

CARLTON HOTEL,

BULKELEY—RAMLEH,

Near ALEXANDRIA, EGYPT.

OPENED ON JUNE 1st, 1902.

TELEPHONE, 173. TELEGRAPH OFFICE ON THE PREMISES.

Absolutely new building, situated right by the Railway Station, the fashionable Promenade, and within a few minutes' walk of the sea.

Thoroughly first-class, Hot and Cold Baths, Electric Light throughout; Gardens and Lawn Tennis Grounds.

BULKELEY, which is the quarter of the best English families, is only fifteen minutes by rail or carriage from Alexandria.

Visitors from Cairo get out at Sidi-Gaber station, thence proceed by carriage to Bulkeley. On application, visitors coming from Europe will be met on board the ship on arrival in Alexandria.

Charges very moderate.

C. AQUILINA, *Proprietor.*

Twenty-five years a Principal Agent to Messrs. Thos. Cook & Son.

ALEXANDRIA.

WINDSOR HOTEL,

AVEROFF STREET.

(Under English Management.)

Newly Built & Furnished. Lighted throughout by Electricity.

LOVELY SEA VIEW, FACING NEW QUAY.

CENTRAL POSITION.

RESTAURANT. SCHLITZ AMERICAN BAR.

EVERY MODERN COMFORT.

ENGLISH GUESTS SPECIALLY CATERED FOR.

Room and Board from **10s.** *a day.* *Rooms from* **3s.** *a day.*

SPECIAL TERMS FOR FAMILIES.

PAGNON'S HOTELS

ON THE NILE.

THE LUXOR HOTEL.

LUXOR is situated in the centre of a fine palm grove, about 100 yards from the landing stage of steamers and dahabeahs. It is replete with every modern comfort, and can accommodate over 140 guests.

THE KARNAK HOTEL,

a dependence of the **LUXOR HOTEL,** affords excellent accommodation for 60 guests, and occupies an elevated position on the river bank, within full view of the Thebian Hills and the ever-changing panorama of the Nile.

THE CATARACT HOTEL & GRAND HOTEL

at ASSOUAN, are the finest hostelries south of Cairo. The **"CATARACT"** is a new building, and affords accommodation for 260 guests. It is well situated south of the town, with picturesque views on all sides, especially of the Nile, Elephantine Island, etc., etc. During the past summer a most spacious dining room has been added to the hotel, and a lift is working throughout the day.

In the construction of the hotel, special attention has been paid to the requirements of invalids, and the position has been chosen to provide shelter from the prevailing winds; most of the rooms have verandahs, fire-places, and a warm, sunny aspect.

The **GRAND HOTEL** has recently been enlarged and improved, and now affords accommodation for 100 guests. It occupies a choice position, in full view of the Island of Elephantine, and all the varied life of the Nile may be witnessed from its balconies.

Electric light, and every modern comfort and convenience.

IF
YOU ARE GOING
UP NILE BY DAHABEAH, OR
WITH A
DESERT PARTY
WE

WALKER & MEIMARACHI, Limited.
THE EGYPTIAN SUPPLY STORES.
Wine and Spirit, Provision and General Merchants.

CAN
SUPPLY
ALL YOUR
REQUIREMENTS
AS WELL
AND AS CHEAPLY AS IF
YOU WERE
IN ENGLAND.

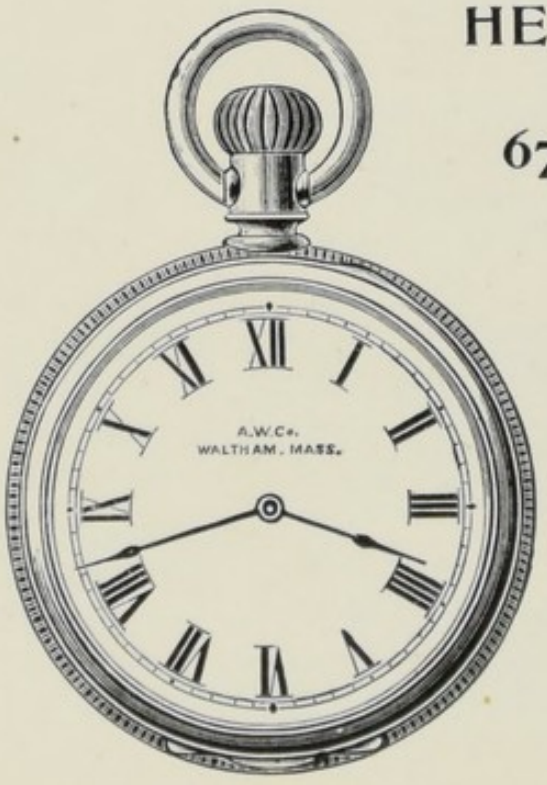
CAIRO, ALEXANDRIA, KHARTOUM.

WALTHAM WATCHES.

HENRY W. BEDFORD,

Agent for the Company,

67, Regent Street, W.



These splendid Timekeepers have been supplied by HENRY W. BEDFORD to numerous OFFICERS on SERVICE in INDIA, EGYPT, the CAPE, and other Foreign Stations. The Watch chiefly recommended is the Waltham Keyless Watch at **£2 2s.**, in silver case, or **£7 7s.**, in gold case, adapted for variation of climate.

Illustrated Price List Post Free.

Smaller Size, complete with Wristlet, £2 6s. 6d.

BY ROYAL WARRANT TO HIS MAJESTY THE KING.

GOURDOULIS

UNRIVALLED

EGYPTIAN CIGARETTES.

Sole Consignees for GREAT BRITAIN and COLONIES—

S. DAMBERGI & BROTHER,
39A, GRACECHURCH STREET,
LONDON, E.C.

MANUFACTURERS AND EXPORTERS:

E. D. PROTOPAPAS & Co.,

ALEXANDRIA.

(SUCCESSORS OF G. GOURDOULIS & Co.)

Depot: 11, RAMLEH BOULEVARD.
Factory: MOHAMED ALY SQUARE.

TELEPHONE NO. 418.

Replete your Outfits from

DAVIES BRYAN & Co.

Continental Hotel Bdngs., Maghraby Street, CAIRO.

Cherif Pacha Street, ALEXANDRIA.

RELIABLE ENGLISH GOODS ONLY KEPT IN STOCK.

All Garments cut by First-class English Cutters.

Departments:

HELMETS,
TERAI HATS,
PUGGARIES.

BOOTS AND SHOES,
LEGGINGS AND PUTTIES.

MOSQUITO NETS,
CAMP BEDS,
SUN UMBRELLAS.

PYJAMA SUITS,
BATH GOWNS.
TOWELS.
BATH BLANKETS.

SHEETS, PILLOWS,
TABLE CLOTHS,
NAPKINS.

SOILED LINEN BAGS.
HOLD-ALLS,
FITTED CASES,
TRUNKS KITBAGS.

SUITS TO ORDER,
IN FLANNEL
AND KHAKI.

CELLULAR SHIRTS,
OXFORD,
FLANNEL.

HUNTING TIES,
COLLARS,
REGULATION GLOVES.

CHOLERA BELTS.
BANDS,
NIGHT CAPS.

UNDERCLOTHING:
CELLULAR,
SANITARY, SILK,
SILK AND WOOL.
BALBRIGGAN,
INDIA GAUZE.
MERINO AND WOOL.

Messrs. FRADELLE & YOUNG,

283, REGENT STREET, LONDON,

HAVE A CHOICE SELECTION OF

LANTERN SLIDES

OF ALL PARTS OF THE WORLD.

These are prepared from Original Negatives specially taken by Mr. ALBERT YOUNG during recent Cruises, and are constantly being supplemented by fresh negatives from Messrs. FRADELLE & YOUNG'S representatives, who are now travelling in the East.

Views of Italy, Switzerland, Spain, Palestine, Egypt, &c., &c.

Unmounted Photographs (9½×7½ inches), 1s. each. Best Silver Prints.

Lantern Slides, 1s. each, or 30s. for set of 50.

Optical Lanterns, 35s. and 84s. each.

Albums of Views, Beautifully bound in Morocco, 45s. and 84s. each.

FRADELLE & YOUNG, Photographers,

283, REGENT STREET, LONDON.

Price 6d. Quarterly.

CLIMATE.

Price 6d. Quarterly.

An Illustrated Quarterly Journal of HEALTH & TRAVEL.

Edited by CHARLES F. HARFORD, M.A., M.D.

Contains interesting particulars concerning

CLIMATE, OUTFIT, SANITATION, TROPICAL DISEASES.

PUBLISHED BY THE

TRAVELLERS' HEALTH BUREAU,

Livingstone College,

LEYTON, E.

Annual Subscription 2/- post free.

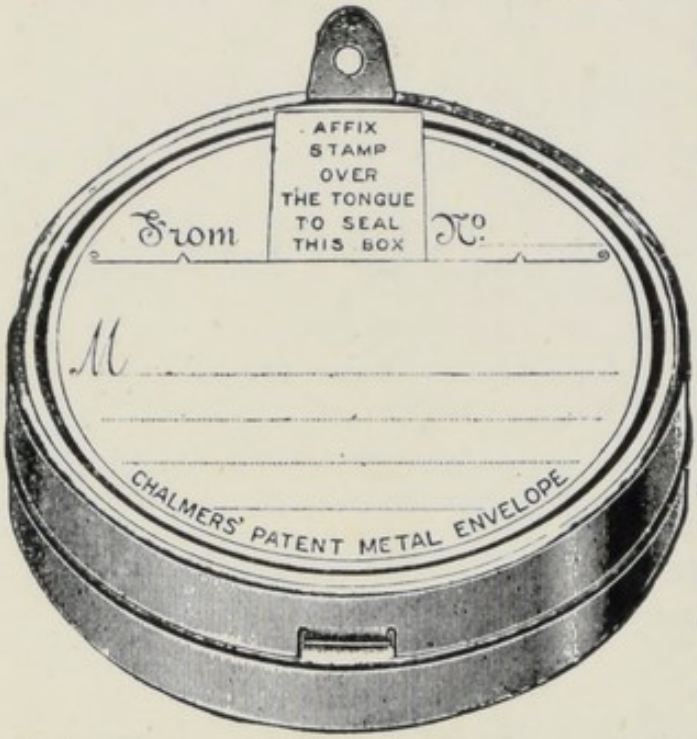
The TRAVELLERS' HEALTH BUREAU *advises Travellers on matters of* **HEALTH and OUTFIT. Subscription, 10/6 per ann.**

A specimen copy will be sent freely on application to any reader of this work.

The **Travellers' Health Bureau** is a department of **LIVINGSTONE COLLEGE,** which gives Nine Months Instruction in the **Elements of Medicine and Surgery.**

Full particulars on application to the Principal, **Livingstone College, Leyton.**

"SEALED WITH A POSTAGE STAMP."—*(Vide pag 34.)*



CHALMERS' PATENT
Sample Posting Boxes

(Best Steel Tinplate).

These **'Metal Envelopes'** are most suitable for sending **Samples, Valuables, Natural History Specimens,** etc., etc.

Send 2 stamps for a Sample Box.
Foreign stamps accepted.

Address—

CHALMERS' PATENTS (Limited),
61, LEADENHALL ST., LONDON, E.C.

"THE ENGLISH LIBRARY."

G. G. ZACHARIA & Co.,

Booksellers and Photographers.

EASTMAN'S KODAKS & FILMS.

DEVELOPING & PRINTING IN TWENTY-FOUR HOURS.

OPPOSITE COOK'S OFFICE (CAIRO).

46th YEAR. NEW EDITION will shortly be ready.

BRADSHAW'S THROUGH ROUTES

TO THE CAPITALS AND GOLDFIELDS OF THE WORLD,

And Overland Guide to India, Persia and the Far East.

A Handbook of Indian, Colonial, and Foreign Travel.

With ITINERARIES of the PRINCIPAL RAILWAYS, OCEAN-TRACKS, RIVER-WAYS, POST ROADS, and CARAVAN ROUTES, MAPS, PLANS, GLOSSARIES, and VOCABULARIES.

FULL RED CLOTH, PRICE FIVE SHILLINGS.

Bradshaw's Guide Office, 59, Fleet Street, London, E.C.
HENRY BLACKLOCK & Co., Ltd., Proprietors & Publishers.

Third Edition, 1902. 256 pages. With Maps, Plans and Illustrations. Price 2s. 6d.

CAIRO OF TO-DAY. By E. A. REYNOLDS-BALL.

A PRACTICAL GUIDE TO CAIRO AND ITS ENVIRONS, AND THE NILE ITS AND MONUMENTS.

OPINIONS OF THE PRESS.

"The information is extraordinarily complete and interesting."—*Spectator.*

"It would be hard to find a fault with this little volume."—*New York Herald.*

"This pithy guide-book deals explicitly with Cairo as a winter health resort."—*Speaker.*

"The growing popularity of Cairo should create a demand for such a handy and dependable guide-book as *Cairo of To-day.*"—*Daily Mail.*

"The information is brought down to the latest moment, the arrangement of the contents is the perfection of clearness, and the maps and plans of Cairo are excellent."—*Literary World.*

"There is a particular advantage in having the latest information that can be gained by so observant and well-informed a traveller as Mr. Reynolds-Ball as to climate, hotels, excursions, and everything that the average tourist or resident wants to know."—*Travel.*

UNIFORM WITH "CAIRO OF TO-DAY." 240 pp. With Maps, Plans and Illustrations. Price 2s. 6d.

JERUSALEM. By E. A. REYNOLDS-BALL.

A PRACTICAL GUIDE TO JERUSALEM AND ITS ENVIRONS.

With Excursions to Bethlehem, Hebron, Jericho, the Dead Sea and the Jordan, Nablous, Nazareth, Beyrout, Baalbec, Damascus, etc.

EXTRACTS FROM REVIEWS.

"Very readable and informative."—*Morning Post.*

"The cream of expert information on the subject."—*Traveller.*

"His practical hints to tourists will be of the greatest service."—*Travel.*

"The perfection of a guide-book—minute, comprehensive, practical."—*Academy.*

"The author knows his subject thoroughly, and is an experienced traveller."—*Dundee Advertiser.*

A. & C. BLACK, SOHO SQUARE, LONDON.

A NEW TOPOGRAPHICAL, PHYSICAL AND BIBLICAL

MAP OF PALESTINE.

Compiled from the Latest Surveys and Researches, including the Work of the English and German Palestine Exploration Funds. Showing all identified Biblical Sites, together with the Modern Place-Names, and with Complete Index.

Scale: 4 miles to an inch.

By J. G. Bartholomew, F.R.S.E., F.R.G.S., & Prof. George Adam Smith, LL.D., D.D

PRICES:—Mounted on cloth, and in cloth case, with Index, **10s. 6d.**

Mounted on rollers, and varnished, with Index separate, **15s.**

For the use of Travellers in Palestine, the Map may be had in the more portable form of two separate sheets, cloth mounted, folded to smaller size, and enclosed in leather wallet. Price **15s.**

Edinburgh: T. & T. CLARK, 38, George Street.

LONDON SIMPKIN, MARSHALL, HAMILTON, KENT & Co., LIMITED.

THE WORLD-WIDE ATLAS. FIFTH EDITION.

Showing the latest changes in S. Africa and elsewhere. Now known wherever the English language is spoken.

The best Handy Reference Atlas published, containing two Frontispieces, Introduction, 128 Coloured Maps, and Index to 63,000 places. Royal 4to., handsomely bound in cloth, **7s. 6d.**; half-bound Morocco, **12s. 6d.**

For full details of our Atlases, Wall Maps, Wall Illustrations, Object Lesson Pictures, Terrestrial and Celestial Globes, &c., see our Catalogue, which is posted Gratis to any address.

W. & A. K. JOHNSTON, Limited,

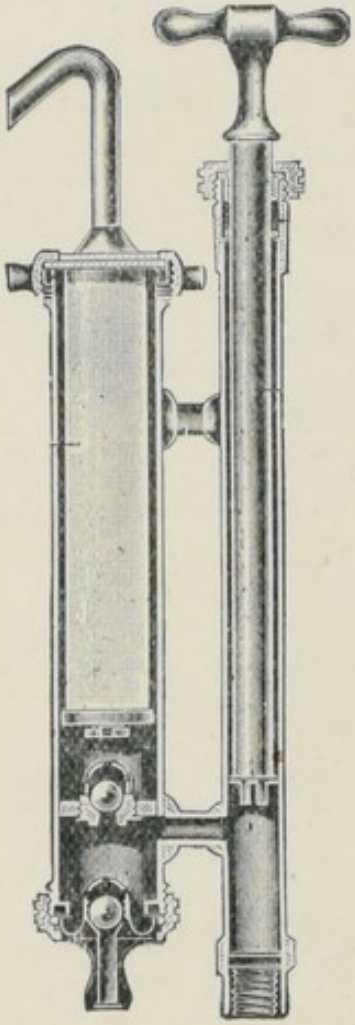
Geographical, Educational, and General Publishers,

Edina Works, Easter Rd., & 20, South Saint Andrew St., Edinburgh

7, Paternoster Square, London, E.C.

THE BERKEFELD FILTER.

Suitable for Officers, Travellers, Mining Engineers, etc., etc., in the Colonies.



Traveller's Pump Filter N.

Germ Proof.
Rapid Output.
Simple in construction.
Most easily cleaned and sterilized.

Dr. ANDREW WILSON reports:

"The Filters sold by the BERKEFELD FILTER Co., Ltd., London, W., remove all germs from water. They are thoroughly reliable appliances; they realise the ideal of the sanitarian's definition of a true filter—one which will yield a germ-free supply of water."

The Berkefeld Filters are made in a variety of patterns, as PRESSURE, PUMP, DRIP and SYPHON FILTERS.

Full particulars and Illustrated Price List from the

BERKEFELD FILTER Co., Ltd.,

121, OXFORD STREET, LONDON, W.

HOPE BROTHERS, Ltd.

CENTRAL ESTABLISHMENT,

44-46, Ludgate Hill, & 1, 2, 3, 4, 5, Old Bailey,

LONDON, E.C.,

Hosiers, Glovers, Shirt and Collar Makers, Tie Manufacturers, Tailors, Hatters, and Gentlemen's Complete Colonial & Tropical Outfitters.

Have always in stock a large variety of all necessaries for a Traveller's Outfit, and if time can be given, each article can be made to the special taste of the wearer.

They desire to emphasise the fact that they are **Manufacturers** as well as **Traders.**

They employ only Cutters of approved ability in the Tailoring and Shirt-making Departments, and the satisfactory execution of all orders may be relied upon. Terms are strictly Cash, and prices moderate.

Catalogues will be forwarded on application.

BRANCHES.

LONDON BRANCHES.

48, Ludgate Hill & 70, Old Bailey, E.C.
35, 36, 37 & 38, Poultry, E.C.
43, Poultry, and 1 & 2, Old Jewry, E.C.
9 & 10, Poultry, E.C.
134 & 135, Fenchurch Street, E.C.
281 & 282, High Holborn (CORNER OF TURNSTILE).
283, High Holborn, W.C. (CORNER OF TURNSTILE).
223 & 224, High Holborn, W.C. (CORNER OF LITTLE QUEEN ST.),
84, 84a, 86 & 88, Regent St., W.
8 82a, 84, 86 & 86a, Bishop's Road, W.
1 Norton Folgate, Bishopsgate St., E.C.
34, Cannon Street, and 84, Queen Victoria Street, E.C.
Kensington High Street, W.

COUNTRY BRANCHES.

GREENWICH—22, 24 & 26, London St.
LEEDS—78 & 80, Briggate, and 1 & 2, Thornton's Arcade.
BRIGHTON—13, North Street.
LIVERPOOL—99 & 101, Lord St., and 1, 3 & 5, Whitechapel.
BIRMINGHAM—40a, New Street, and 1 & 2, Cannon Street.
MANCHESTER—Market Street (CORNER OF HIGH STREET).
GLASGOW—84 to 90, Buchanan St., and 19, Exchange Place.
NORWICH—12, The Walk, Market Pl., and 8, London Street.
NOTTINGHAM—50 & 51, Long Row West.
BRISTOL—19 & 20, Wine Street.